

Appendix A

List of Recipients

SOUTHWEST LRT (METRO GREEN LINE EXTENSION)

APPENDIX A

List of Recipients

The following is a list of agencies, organizations, and persons to whom electronic copies of the Final Environmental Impact Statement (EIS) were sent. Copies of the Final EIS were sent out to other interested businesses, individuals, and organizations, as requested.

Federal Agencies

Advisory Council on Historic Preservation

Centers for Disease Control

Federal Emergency Management Agency

United States Federal Highway Administration

United States Federal Railroad Administration

United States Federal Transit Administration

United States Army Corps of Engineers

United States Department of Agriculture, Natural Resources Conservation Science

United States Department of the Army

United States Department of Commerce

United States Department of Energy

United States Department of Homeland Security

United States Department of Housing & Urban Development

United States Department of the Interior, Office of Environmental Policy and Compliance

United States Department of Public Safety

United States Environmental Protection Agency

United States Coast Guard

United States Fish and Wildlife Service

Surface Transportation Board

United States Legislators

Hon. Amy Klobuchar, U.S. Senator

Hon. Al Franken, U.S. Senator

Hon. Erik Paulsen, U.S. Representative (District 3)

Hon. Keith Ellison, U.S. Representative (District 5)

Federal Agencies – Regional Offices

United States Federal Aviation Administration, Great Lakes Regional Office

United States Federal Highway Administration, Minnesota Division

United States Army Corps of Engineers, St. Paul District

United States Coast Guard, Ninth Coast Guard District

United States Department of Housing and Urban Development, Region V

United States Federal Railroad Administration, Region IV

United States Federal Transit Administration, Region V

United States Environmental Protection Agency, Region V

State Agencies

Minnesota Board of Water and Soil Resources

Minnesota Department of Agriculture

Minnesota Department of Commerce

Minnesota Department of Health

Minnesota Department of Natural Resources

Minnesota Department of Public Safety

Minnesota Department of Transportation

Minnesota Environmental Quality Board

Minnesota Historical Society

Minnesota Indian Affairs Council

Minnesota Office of the State Archaeologist

Minnesota Pollution Control Agency

Minnesota Historic Preservation Office

State Elected Officials

Hon. Mark Dayton, Governor

Hon. Terri Bonoff, Minnesota State Senator (District 44)

Hon. Ron Latz, Minnesota State Senator (District 46)

Hon. David Hann, Minnesota State Senator (District 48)

Hon. Melisa Franzen, Minnesota State Senator (District 49)

Hon. Bobby Joe Champion, Minnesota State Senator (District 59)

Hon. Kari Dziedzic, Minnesota State Senator (District 60)

Hon. Scott Dibble, Minnesota State Senator (District 61)

Hon. Jeff Hayden, Minnesota State Senator (District 62)

Hon. Patricia Torres Ray, Minnesota State Senator (District 63)

Hon. Sarah Anderson, Minnesota State Representative (District 44A)

Hon. Jon Applebaum, Minnesota State Representative (District 44B)

Hon. Peggy Flanagan, Minnesota State Representative (District 46A)

Hon. Cheryl Youakim, Minnesota State Representative (District 46B)

Hon. Yvonne Selcer, Minnesota State Representative (District 48A)

Hon. Jennifer Loon, Minnesota State Representative (District 48B)

Hon. Ron Erhardt, Minnesota State Representative (District 49A)

Hon. Paul Rosenthal, Minnesota State Representative (District 49B)
Hon. Joe Mullery, Minnesota State Representative (District 59A)
Hon. Raymond Dehn, Minnesota State Representative (District 59B)
Hon. Diane Loeffler, Minnesota State Representative (District 60A)
Hon. Phyllis Kahn, Minnesota State Representative (District 60B)
Hon. Frank Hornstein, Minnesota State Representative (District 61A)
Hon. Paul Thissen, Minnesota State Representative (District 61B)
Hon. Karen Clark, Minnesota State Representative (District 62A)
Hon. Susan Allen, Minnesota State Representative (District 62B)
Hon. Jim Davnie, Minnesota State Representative (District 63A)
Hon. Jean Wagenius, Minnesota State Representative (District 63B)

Local Elected Officials

Hon. Betsy Hodges, Mayor of Minneapolis
Hon. Kevin Reich, Minneapolis City Councilor (Ward 1)
Hon. Cam Gordon, Minneapolis City Councilor (Ward 2)
Hon. Jacob Frey, Minneapolis City Councilor (Ward 3)
Hon. Barbara Johnson, Minneapolis City Council President (Ward 4)
Hon. Blong Yang, Minneapolis City Councilor (Ward 5)
Hon. Abdi Warsame, Minneapolis City Councilor (Ward 6)
Hon. Lisa Goodman, Minneapolis City Councilor (Ward 7)
Hon. Elizabeth Glidden, Minneapolis City Councilor (Ward 8)
Hon. Alondra Cano, Minneapolis City Councilor (Ward 9)
Hon. Lisa Bender, Minneapolis City Councilor (Ward 10)
Hon. John Quincy, Minneapolis City Councilor (Ward 11)
Hon. Andrew Johnson, Minneapolis City Councilor (Ward 12)
Hon. Linea Palmisano, Minneapolis City Councilor (Ward 13)
Hon. Jake Spano, Mayor of St. Louis Park
Hon. Steve Hallfin, St. Louis Park City Councilor (At-Large)
Hon. Thom Miller, St. Louis Park City Councilor (At-Large)
Hon. Susan Sanger, St. Louis Park City Councilor (Ward 1)
Hon. Anne Mavity, St. Louis Park City Councilor (Ward 2)
Hon. Gregg Lindberg, St. Louis Park City Councilor (Ward 3)
Hon. Tim Brausen, St. Louis Park City Councilor (Ward 4)
Hon. Molly Cummings, Mayor of Hopkins
Hon. Katy Campbell, Hopkins City Councilor
Hon. Jason Gadd, Hopkins City Councilor

Hon. Kristi Halverson, Hopkins City Councilor
Hon. Aaron Kuznia, Hopkins City Councilor
Hon. Terry Schneider, Mayor of Minnetonka
Hon. Dick Allendorf, Minnetonka City Councilor (At-Large)
Hon. Patty Acomb, Minnetonka City Councilor (At-Large)
Hon. Bob Ellingson, Minnetonka City Councilor (Ward 1)
Hon. Tony Wagner, Minnetonka City Councilor (Ward 2)
Hon. Brad Wiersum, Minnetonka City Councilor (Ward 3)
Hon. Tim Bergstedt, Minnetonka City Councilor (Ward 4)
Hon. Nancy Tyra-Lukens, Mayor of Eden Prairie
Hon. Brad Aho, Eden Prairie City Councilor
Hon. Sherry Butcher Wickstrom, Eden Prairie City Councilor
Hon. Ron Case, Eden Prairie City Councilor
Hon. Kathy Nelson, Eden Prairie City Councilor
Hon. Mike Opat, Hennepin County Commissioner (District 1)
Hon. Linda Higgins, Hennepin County Commissioner (District 2)
Hon. Marion Greene, Hennepin County Commissioner (District 3)
Hon. Peter McLaughlin, Hennepin County Commissioner (District 4)
Hon. Randy Johnson, Hennepin County Commissioner (District 5)
Hon. Jan Callison, Hennepin County Commissioner (District 6, Chair)
Hon. Jeff Johnson, Hennepin County Commissioner (District 7)

County Agencies

Hennepin County, Department of Housing, Transit, and Community Works
Hennepin County, Department of Energy and Environment
Hennepin County, Department of Transportation
Hennepin County, Department of Policy, Planning & Land Management
Hennepin Conservation District

Libraries

Minnesota Legislative Reference Library
Hennepin County Library – Minneapolis Central Branch
Hennepin County Library – Eden Prairie Branch
Hennepin County Library – Minnetonka Branch
Hennepin County Library – Hopkins Branch
Hennepin County Library – St. Louis Park Branch
Hennepin County Library – Franklin Branch
Hennepin County Library – Linden Hills Branch

Hennepin County Library – Sumner Branch

Hennepin County Library – Walker Branch

MnDOT Transportation Library

Metropolitan Council Library

Local Municipalities

City of Eden Prairie

City of Eden Prairie, Heritage Preservation Commission

City of Edina

City of Hopkins

City of Minneapolis

City of Minneapolis, City Planning and Economic Development

City of Minneapolis, Heritage Preservation Commission

City of Minneapolis, Public Works

City of Minnetonka

City of St. Louis Park

Local and Regional Agencies

Bassett Creek Watershed District and Management Organization

Flandreau Santee Sioux

Fort Peck Tribes

Greater Minneapolis Building Owners and Managers Association (BOMA)

Kenwood Isles Area Association

Lower Sioux Indian Community Council

Metropolitan Council - Local Planning Assistance

Metropolitan Council - Metro Transit

Metropolitan Council District 3, Jennifer Munt

Metropolitan Council District 6, Gail Dorfman

Metropolitan Council District 7, Gary Cunningham

Metropolitan Council District 8, Cara Letofsky

Minneapolis Parks and Recreation Board

Minneapolis Regional Chamber of Commerce

Minnehaha Creek Watershed District

Mississippi Watershed Management Organization

Nine Mile Creek Watershed District

Prairie Island Indian Community

Riley/Purgatory/Bluff Creek Watershed District

Santee Sioux Nation

Shakopee Mdewakanton Sioux Community

Sisseton-Wahpeton

Sisseton-Wahpeton Oyate

Southwest LRT Project Office

Spirit Lake Nation

Three Rivers Park District

Turtle Mountain

Upper Sioux Indian Community

Other

Burlington Northern Santa Fe Railway

Canadian Pacific Railway

Twin Cities & Western Railroad

Appendix B
List of Preparers

APPENDIX B**List of Preparers**

United States Department of Transportation - Federal Transit Administration

- Maya Sarna, Washington, DC
- Ben Owen, Washington, DC
- Kathryn Loster, Region V
- Cyrell McLemore, Region V
- Reginald Arkell, Region V

Metropolitan Council

Name	Role	Education
Nani Jacobson	Assistant Director, Environmental & Agreements	B.S., Biology, Virginia Polytechnic Institute & State University, 1997 M.S., Environmental Sciences & Policy, Johns Hopkins University, 2010
Craig Lamothe, AICP	Project Director	B.A., Government, St. Lawrence University, 1996 Master of Planning, University of Minnesota, 2001
Joan Hollick	Deputy Project Director	B.A., Loyola University, Chicago, 2006 Master of Public Policy and Administration, Northwestern University, 2010
Jim Alexander, PE	Director, Design & Engineering	B.S., Civil Engineering, University of Wyoming, 1988 M.S., Geotechnical Engineering, University of Washington, 1995
Ryan Kronzer, AIA, LEED, AP	Manager, Design	BA, Architecture, University of Minnesota, 1997 Masters of Architecture, University of Minnesota, 2000
Robin Kaufman	Assistant Director, Administration, Public Involvement & Communications	B.S. Environmental Studies, University of Minnesota College of Natural Resources, 1994 Master of Urban and Regional Planning, University of Minnesota, Humphrey Institute, 2001
Sam O'Connell, AICP	Manager, Public Involvement	B.S. Geography, Minnesota State University Mankato, 2010
Mike Janish, PE	Manager, Project Controls	B.S. Civil Engineering, University of Minnesota, 2000
Kelcie Campbell, AICP	Environmental Specialist	B.S., Political Science; Biological Aspects of Conservation, University of Wisconsin-Madison, 2006 Master of Urban and Regional Planning, University of Minnesota, Humphrey Institute, 2008

Minnesota Department of Transportation

Name	Role	Education
James DeLuca	Environmental Mitigation Specialist, Hazardous and Contaminated Materials	B.S., Geology, University of Wisconsin-Madison, 1982 M.S., Geology, Virginia Polytechnic Institute & State University, 1986
Greg Mathis	Cultural Resource Specialist, MnHPO Coordination	B.A., Geography, University of Nebraska – Lincoln, 1994 M.C.R.P., Community and Regional Planning, University of Nebraska – Lincoln, 2000
Aaron Tag	Manager, ROW/Permits	B.S., Civil Engineering, University of Minnesota – Twin Cities, 2004

Consultants

Name	Role	Education
CH2M HILL		
Charlie Webb	Project Manager	M.S., Urban and Regional Planning, University of Iowa, 1993 B.S., Management Systems, Milwaukee School of Engineering, 1991
Dan Dupies	Environmental Documentation	Master of Urban Planning, University of Wisconsin at Milwaukee, 1982 B. S. Political Science, University of Wisconsin at Stevens Point, 1980
Tom Priestley	Visual Quality and Aesthetics	Ph.D., Environmental Planning, Department of Landscape Architecture, University of California, Berkeley, 1988 M.C.P., City Planning, Department of City and Regional Planning, University of California, Berkeley, 1976 M.L.A., Environmental Planning, Department of Landscape Architecture, University of California, Berkeley, 1974 B.U.P., Urban Planning, Department of Urban and Regional Planning, University of Illinois, 1969
Michael Hoffman	Parks and Recreation Areas, Section 4(f)	Master of Urban and Regional Planning, Portland State University, 2004 B.A., English, Binghamton University, 1993
Jason Reynolds	Environmental Planner, Resource Category Manager	B.S., City and Regional Planning, California Polytechnic State University, San Luis Obispo, 1994
Zach Bentzler	Environmental Planner, Resource Category Manager	M.U.P., Urban and Regional Planning, University of Wisconsin – Milwaukee, 2011 B.S., Geography, University of Wisconsin – La Crosse, 2009
Carol Ann Sersland, AICP, GISP	Environmental Planner, Resource Category Manager	B.S. Recreation Resource Management, University of Minnesota, 1981
Jeff Crisafulli	Technical Editor	B.A., English, Virginia Polytechnic Institute & State University, 1990
Michelle Rather	Environmental Planner, Quality Control	B.A., English, University of California, Irvine, 2002
Jill Kramer	Environmental Planner	B.S. Political Economy of Natural Resources, University of California, Berkeley, 1990 Masters of Urban Planning and Policy, University of Illinois, Chicago, 1994

Name	Role	Education
Leon Skiles & Associates		
Leon Skiles	Environmental Specialist, Section 4(f), Resource Category Manager	Masters in Urban and Regional Planning, University of Oregon, Eugene, 1985 B.A., History, University of Oregon, Eugene, 1979
Zan Associates		
Dan Edgerton, AICP	Environmental Planner, Resource Category Manager	M.A., Urban and Regional Planning, Minnesota State University – Mankato, 2007 B.S., Finance, Insurance and Real Estate, St. Cloud State University, 2006
Kadence Hampton	Environmental Planner	M.U.R.P., Urban and Regional Planning, University of Minnesota, 2014 B.S., Environmental Science and Policy, St. Edward's University, 2012
Bolton & Menk, Inc.		
Mary Gute, AICP	Deputy Project Manager	M.S., Urban and Regional Planning, University of Iowa, 2001 M.P.A., Public Administration, Southwest Texas State University, 1999 B.S., Anthropology/Environmental Studies, Iowa State University, 1994
Anderson Engineering		
Benjamin Hodapp, PWS	Wetlands and Water Resources	M.S., Water Resources Management, University of Wisconsin-Madison, 2002 B.S., Biology, Ecology, Minnesota State University- Mankato, 1999
Joe Aden	Geographic Information Systems	Geomatics Advanced Technical Certificate, St. Paul College, 2007
Lucy Dahl Kozub	Wetlands and Water Resources	B.S., Environmental Science, University of Wisconsin, River Falls, 2011
Cross-Spectrum Acoustics		
Lance Meister, INCE Member	Noise and Vibration	B.S. Civil Engineering, Temple University, Philadelphia, PA, 1994, Magna Cum Laude
Herb Singleton, PE, INCE Board Certified	Noise and Vibration	B.S., Mechanical Engineering, Massachusetts Institute of Technology, 1995
106 Group		
Jennifer Bring	Cultural Resources – Section 106	B.A., Anthropology-Archaeology Emphasis, Minnesota State University Moorhead, 2001
Saleh Miller	Cultural Resources – Architecture History	M.S., Historic Preservation, School of the Art Institute of Chicago, 2006 B.A., Art History with Architectural History emphasis, University of Wisconsin, Milwaukee, 2003
Anne Ketz	Cultural Resources – Archaeology/Historical Archaeology	M.A., Historical Archaeology, University of Massachusetts, Boston, 1986 B.A., Ancient History/Archaeology, University of Manchester, England, 1980
Peer Halvorsen	Cultural Resources – Archaeology	B.A., Anthropology, Hamline University, 2005
Nathan Moe	GIS/Graphics	B.A., Urban and Regional Studies, University of Minnesota, Duluth, 2003 AutoCAD Certification, Ketiv Technologies, 2007
Toole Design Group		
Hannah Pritchard	Bicycle and Pedestrian Analysis	B.S., Civil Engineering, Michigan State University, 2004 M.S., Civil Engineering, Michigan State University, 2009

Name	Role	Education
Bloomfield Environmental, LLC		
Robert Pearson, Ph.D., PE	Electromagnetic Fields and Electromagnetic Interference	Ph.D. Environmental Sciences, Colorado State University, Fort Collins. 1973 M.S. Environmental Sciences, Colorado State University, Fort Collins. 1971 Professional Geophysical Engineer, Department of Geophysics, Colorado School of Mines, Golden. 1968
AECOM		
Kim Proia	Project Manager	B.S., Civil Engineering, Purdue University, West Lafayette, 1994
Ted Axt	Deputy Project Manager	B.S. Civil and Environmental Engineering, University of Wisconsin- Madison, 1987 M.S. Civil Engineering, Georgia Institute of Technology, 1994
Kimley-Horn		
Mark Bishop	Civil Lead	B.E. Civil Engineering, University of Florida, 1993 M.E. Structural Engineering, University of Florida, 1994
JoNette Kuhnau	Traffic Lead – Civil East	M.S. Civil Engineering, Pennsylvania State University, 2001 B.S. Civil Engineering, Iowa State University, 2000
SRF		
Don Demers	Civil West Lead	B.C.E., University of Minnesota, Minneapolis, 1989
Pat Corkle	Traffic Engineering Lead	B.C.E., University of Minnesota, Minneapolis, 1992
Sambatek		
Brady Busselman	Water Resources Lead - East	B.S., Civil Engineering, South Dakota State University, 2001
WSB		
Earth Evans	Water Resources Lead - West	B.S., Civil Engineering, University of North Dakota, 1997 M.S., Civil Engineering, University of Minnesota, 2007

Appendix C
Supporting Documents and Technical Reports
(Incorporated by Reference)

APPENDIX C

Supporting Documents and Technical Reports (Incorporated by Reference)

The following supporting documents and technical reports are incorporated by reference in the Final Environmental Impact Statement (EIS). All documents are available with the Final EIS at www.swlrt.org, unless otherwise noted. A hard copy of each document listed below can also be viewed at the Southwest Light Rail Transit (LRT) Project Office located at 6465 Wayzata Boulevard., Suite 5000, St. Louis Park, MN 55426.

1. Hennepin County Regional Railroad Authority (HCRRA). 2003. *Southwest Rail Transit Study*. Available at: http://old.swlrtcommunityworks.org/technical-documents/cat_view/57-archive/60-rail-feasibility-study.html. The purpose of this report was to determine if rail transit should be part of the transportation strategy for the southwest metropolitan area. The report recommended further study on four LRT alternatives.
2. Hennepin County Regional Railroad Authority (HCRRA). 2007. *Southwest Transitway Alternatives Analysis Final Report*. Available at: http://old.swlrtcommunityworks.org/technical-documents/cat_view/57-archive/4-alternatives-analysis.html. This report identifies and compares the benefits, costs, and impacts of a range of transit options for the Southwest Corridor. Alternatives identified as most likely to meet Project goals were recommended for further evaluation in future steps of the Project Development process.
3. Hennepin County Regional Railroad Authority (HCRRA). 2008. *Coordination Plan for the Preparation of the Southwest Transitway Draft Environmental Impact Statement*. This plan provides coordination practices and procedures in support of the Draft EIS process to comply with various federal and state environmental regulations (updated in 2014).
4. Hennepin County Regional Railroad Authority (HCRRA). 2009/2012. *Southwest Transitway Scoping Summary Report*. Available at: <http://www.metrocouncil.org/Transportation/Projects/Current-Projects/Southwest-LRT/Environmental/Scoping.aspx>. This report summarizes the results of the Draft EIS scoping process. The scoping process obtained public input on the Project purpose and need, identified potential options to address the purpose and need, and identified environmental issues associated with the proposed project to analyze in the Draft EIS. On September 25, 2012, the HCRRA amended the Southwest Transitway Scoping Summary Report (which serves as the Scoping Decision Document under Minnesota Environmental Policy Act [MEPA]) to include the impacts of relocating freight rail for the four build alternatives and including a co-location alternative where freight rail, light rail, and the commuter bike trail collocate, share a common corridor, between Louisiana Avenue and Penn Avenue. The amendment was authorized with approval of Board Action Request 12-HCRRA-0049 (see <http://board.co.hennepin.mn.us/sirepub/cache/246/juuhuxgpx4u3its4qkpavjss/20603007282015012432598.PDF>). Notice of the amendment to the scoping report was issued in the Environmental Quality Board Monitor on October 15, 2012.
5. Hennepin County Regional Railroad Authority (HCRRA). 2012. *Southwest Transitway Draft Environmental Impact Statement*. October 2012. Available at: <http://www.metrocouncil.com/Transportation/Projects/Current-Projects/Southwest-LRT/Environmental/DEIS.aspx>. The Draft EIS describes and discusses the purpose and need for the project, alternatives considered, impacts to those alternatives, and agencies and persons consulted. The Draft EIS also includes the Draft Section 4(f) Evaluation and identifies potential effects that the alternatives could have on Section 106 historic resources.
6. Metropolitan Council (Council). 2013. *Southwest Light Rail Transit Operations and Maintenance Facility Basis of Design Report*. Available at: <http://metrocouncil.org/METC/files/44/44a219c7-244c-42ab-b9fb-000403597551.pdf>. This report documents the methodology used in defining the functional and operating requirements for the proposed operations and maintenance facility to store, service, and maintain the light rail vehicles.

7. Metropolitan Council (Council). 2014a. *Kenilworth Corridor Vegetation Inventory*. This report provides a vegetation inventory in the Kenilworth corridor to inform potential future landscaping design.
8. Metropolitan Council (Council). 2014b. *Opus Hill Tree Survey*. This document provides a summary of the tree survey and impacts in the City of Minnetonka Opus Hill Woodland Preservation Area.
9. Metropolitan Council (Council). 2014c. *SWLRT West Construction Impacts Summary*. This report provides a list of construction activities and potential impacts in the western portion of the Project as well as a list of mitigation measures to be implemented during construction.
10. Metropolitan Council (Council) and Federal Transit Administration (FTA) (Council and FTA). 2014d. *Agency Coordination Plan for the Southwest LRT (Green Line Extension) Project*. This plan is an update to the Agency Coordination Plan completed for the Draft EIS to reflect current coordination practices and procedures. The plan provides the structure for coordination among FTA, Metropolitan Council, participating agencies, and the public during the Supplemental Draft EIS and Final EIS processes to comply with various federal and state environmental regulations.
11. Metropolitan Council (Council). 2015a. *Communications and Public Involvement Plan (CPIP)*. This plan identifies key business and community groups within the Southwest LRT Corridor and strategies to maximize opportunities for public involvement and communication during the design and construction process of the Southwest LRT Project.
12. Metropolitan Council (Council). 2015b. *(PEC)-East Traffic Technical Memorandum and Update 1*. This report provides the methodology, assumptions and results of the traffic analysis used to define the scope of the project improvements and evaluate potential traffic impacts of the Project. The study area includes all intersections and at-grade crossings from east of 11th Avenue in Hopkins to the Target Field Station in Minneapolis. *Update 1* (August 6, 2015) was prepared in response to the design adjustments approved by the Council. The traffic analysis was updated for areas affected by the adjustments: Blake Station, Louisiana Station, and Beltline Station.
13. Metropolitan Council (Council). 2015c. *(PEC)-West Traffic Technical Memorandum*. This report provides the methodology, assumptions, and results of the traffic analysis used to define the scope of the project improvements and evaluate potential traffic impacts of the Project. The study area includes all intersections and at-grade crossings from SouthWest Station in Eden Prairie to east of 11th Avenue in Hopkins.
14. Metropolitan Council (Council). 2015d. *Air Quality and Greenhouse Gases Analysis Methodology and Results Technical Memorandum*. This technical memorandum discusses the methodologies used to evaluate the air quality and greenhouse gas impacts of the Southwest LRT Project.
15. Metropolitan Council (Council). 2015e. *Bus Transit Operations Plan (Technical Memorandum)*. Prepared by the Metropolitan Council through its Metro Transit Department of Service Development Route and Systems Planning. This report documents the existing bus transit service in the Southwest corridor and the No Build and Build Alternative transit service plans for the Southwest LRT Project.
16. Metropolitan Council (Council). 2015f. *Cultural Resources Evaluation Supporting Documentation Technical Memorandum*. This memorandum summarizes and documents the technical reports used to evaluate and determine the eligibility of archaeology and architecture/history resources within the areas of potential effect.
17. Metropolitan Council (Council). 2015g. *Southwest LRT Geology and Groundwater Evaluation Supporting Documentation Technical Memorandum*. This memorandum summarizes and documents the technical reports used to evaluate geologic and groundwater conditions.
18. Metropolitan Council (Council). 2015h. *Guide to the Supplemental Draft EIS*. This guide highlights key changes to the Project since the publication of the Draft EIS and focuses on the potential impacts that have generated the most interest among residents of the Twin Cities region.

19. Metropolitan Council (Council). 2015i. *Southwest LRT Acquisitions Technical Report*. This report identifies the location, size, and number of parcels, and the type of property that may be acquired and/or displaced to accommodate the Southwest LRT Project.
20. Metropolitan Council (Council). 2015j. *Southwest Light Rail Transit (METRO Green Line Extension) Supplemental Draft Environmental Impact Statement*. May 2015. Available at: <http://www.metrocouncil.org/swlrt/sdeis>. The Supplemental Draft EIS augments the information and analyses provided in the Draft EIS, focusing on changes that may result in significant adverse environmental impacts of the proposed project. The document includes the Purpose and Need Statement and provides a description of the process and analyses used to identify adjustments to the Locally Preferred Alternative. The document also includes preliminary findings of effect on Section 106 historic resources and a Draft Section 4(f) Evaluation Update, which includes preliminary Section 4(f) determinations of use, *de minimis* use, and temporary occupancies.
21. Metropolitan Council (Council). 2015k. *Southwest LRT EMI/EMF and Utility Impacts Supporting Information*. This report identifies the potential EMI-sensitive receptors of electromagnetic field/electromagnetic interference (EMF/EMI) and provides information about methods used for evaluation. This report also summarizes the underground and aboveground utilities that could be affected by the construction the Southwest LRT Project based on the review of major public and private utilities within or adjacent to the limits of disturbance, including water mains, sanitary sewer lines, sanitary force mains, storm sewer lines, electrical transmission lines (above and below ground), gas-main substations, gas lines, and communication infrastructure.
22. Metropolitan Council (Council). 2015l. *Surface Water Resources Evaluation Supporting Documentation Technical Memorandum*. This technical memorandum summarizes and documents the technical reports that were used to evaluate water resources for the Southwest LRT Project.
23. Metropolitan Council (Council). 2015m. *Draft Travel Demand Methodology & Forecast: Revision 4*. February 2016. This document summarizes the forecasting efforts for the Southwest LRT Project, including the travel demand model methodology, validation of the travel demand model, and alternatives and ridership estimates.
24. Metropolitan Council (Council). 2015n. *Visual Quality Guidelines for Key Structures*. This document provides visual design guidelines for key structures throughout the proposed light rail alignment, focusing on bridges and retaining walls and reflecting various coordination efforts with effected local jurisdictions.
25. Metropolitan Council (Council). 2015o. *Southwest LRT Project Identification of Grant-Funded Parks and Natural Areas Technical Memorandum*. This technical memorandum documents the analysis of the proximity of Section 6(f) properties to the Southwest Light Rail Transit Project.
26. Metropolitan Council (Council). 2015p. *Southwest LRT Community Events, Meetings, and Presentations Summary Report*. This report includes a summary of all of the community events, meetings, and presentations conducted for the Southwest Light Rail Transit (LRT) Project from 2013 through March 2016. This includes dates, locations, a summary of participants, and topics discussed.
27. Metropolitan Council (Council). 2015q. *Southwest LRT Habitat Analysis*. Spatial data was analyzed to assess the existing land cover within the vicinity of the proposed Southwest LRT Project in order to quantify and evaluate the existing habitat that is present within a defined habitat study area.
28. Metropolitan Council (Council). 2015r. *Southwest LRT Migratory Bird Analysis*. The analysis involved a review of the regulatory status of the bird species that have been observed in Hennepin County.
29. Metropolitan Council (Council). 2015s. *Hazardous and Contaminated Materials Evaluation Supporting Documentation Technical Memorandum*. This technical memorandum summarizes and documents the technical reports (Phase I and Phase II Environmental Site Assessments) that were used to identify and evaluate locations of areas with soil and groundwater contamination.

30. Metropolitan Council (Council). 2015t. *Phase II Environmental Site Assessment Summary*. This technical memorandum summarizes the Phase II Environmental Site Assessment results by site.
31. Metropolitan Council (Council). 2015u. *Safety and Security Management Plan (SSMP)*. This plan documents considerations for safety and security in the design and construction of the Project, covering requirements for safety and security design criteria, hazard analyses, threat and vulnerability analyses, construction safety and security, operational staff training, and emergency response measures, as well as actions and requirements.
32. Metropolitan Council (Council). 2015v. *SWLRT East Construction Impacts Summary*. This report provides an overview of potential construction activities and duration as well as construction sequencing for the eastern portion of the project.
33. Metropolitan Council (Council). 2016a. *Southwest LRT 90 Percent Plans*. Developed by the Southwest LRT Project Engineering team, these plans represent approximately 90% design for the project scope adopted by the Metropolitan Council in July 2015.
34. Metropolitan Council (Council). 2016b. *Construction Contingency Plan*. Sets forth procedures to be followed by all Project personnel, contractors and subcontractors in the event that previously unidentified unexpected contaminated soil, groundwater or regulated materials are encountered.
35. Metropolitan Council (Council). 2016c. *Cedar Lake Parkway/I-394 Light Rail Alignment Assessment Technical Memorandum*. Assessment of a proposed light rail alignment along Cedar Lake Parkway/I-394.

Appendix D

Sources and References Cited

Sources and References Cited

A

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<http://www.apta.com/resources/statistics/Documents/FactBook/2014-APTA-Fact-Book.pdf>. Accessed June 8, 2015.

ATS Consulting. 2008. *Vibration Measurements and Predictions for Central Corridor LRT Project*. Prepared for Metropolitan Council. Available at: <http://www.metrocouncil.org/METC/files/43/4380d8d7-dc02-4d3e-a2c4-8e108d95008e.pdf>.

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Bureau of Labor Statistics. 2015. Databases, Tables, & Calculators by Subject: MN-WI Metropolitan Statistical Area 2000-2013. Available at: http://data.bls.gov/timeseries/LAUMT273346000000006?data_tool=XGtable.

Burkhardt, Michael, Rossi, Luca, and Boller, Marcus. 2008. "Diffuse Release of Environmental Hazards by Railways." *Desalination*, Volume 226, Issues 1-3, Pages 106-113. Available at:
<http://www.sciencedirect.com/science/journal/00119164/226>.

Burlington Northern Santa Fe (BNSF). 2011. *Utility Accommodation Policy*. Available at:
<https://www.bnsf.com/communities/faqs/pdf/utility.pdf>.

Burns & McDonnell. 2014. *Southwest Light Rail Transit: Kenilworth Shallow LRT Tunnels Water Resources Evaluation*. Available at: <http://metrocouncil.org/METC/files/d9/d93aa10d-e84a-4176-82e9-a19bee8ad0f2.pdf>.

C

California Department of Transportation (CALTRANS). 1983. *Energy and Transportation Systems*. Available at: http://www.dot.ca.gov/research/researchreports/1981-1988/energytranssystems_1983.pdf.

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Appendix E
Preliminary Engineering Plans

Preliminary Engineering Plans

This appendix includes the Preliminary Engineering Plans¹ for the Southwest Light Rail Transit (LRT) Project, which helps form the definition of the Project for this Final Environmental Impact Statement (EIS). This appendix also includes the following tables that describe elements of the proposed Project. The Project, which includes the Locally Preferred Alternative (LPA) and Locally Requested Capital Investments (LRCIs), is defined in Section 2.1 of this Final EIS.

The improvements described in the following tables are illustrated within the Preliminary Engineering Plans included within this appendix.

- Table E-1 – Locally Preferred Alternative: Proposed Light Rail Traction Power Substation and Signal Bungalow Locations
- Table E-2 – Locally Preferred Alternative: Roadway Improvements by Jurisdiction
- Table E-3 – Bicycle and Pedestrian Improvements by Light Rail Station
- Table E-4 – Locally Requested Capital Investments

¹ See Appendix C for instructions on how to access the Project's 90 percent design drawings.

TABLE E-1

Locally Preferred Alternative: Proposed Light Rail Traction Power Substation and Signal Bungalow Locations

LRT Facilities	Location
Traction Power Substation	At north end of SouthWest Station
	At west end of proposed Eden Prairie Town Center
	At west end of proposed Valley View Road Bridge
	At south end of Nine Mile Creek Bridge
	At south end of Shady Oak Road Bridge
	At south end of City West Station
	North of Bren Road W
	At intersection of Smetana Road and Feltl Road
	Within the Hopkins Operations and Maintenance Facility (OMF)
	At west end of Shady Oak Station south of LRT
	At east end of Downtown Hopkins Station
	On east end of Excelsior Blvd Bridge
	1,500 feet east of Blake Station
	At east end of Louisiana Station
	East of Highway 100 overpass
	East of Cedar Lake Trail Bridge
	Southwest of Cedar Lake Parkway
	Midpoint between 21st Street and Penn Station
	East of alignment and Highway 394
	Near I-94
Signal Bungalow	At SouthWest Station
	At West end of Proposed Eden Prairie Town Center Station
	At west end of Proposed Valley View Road Bridge
	At proposed West 70th Street south of Golden Triangle Station
	At south end of City West Station
	At northwest end of Opus Station
	North of Bren Road W
	At the intersection of Red Circle Drive and Yellow Circle Drive
	At intersection of Smetana Road and Feltl Road
	South of proposed Hopkins OMF
	Northwest of proposed Hopkins OMF
	Northeast of proposed Hopkins OMF
	At west end of Shady Oak Station at intersection of K-tel Drive and 5 th St S
	At west end of Downtown Hopkins Station
	At west end of Blake Station
	1350 feet west of Louisiana Station
	East of Louisiana Station
	East of Wooddale Station
	At east end of Beltline Station
	South of West Lake Station
Signal Bungalow (continued)	North of the Midtown Greenway
	East of Penn Station

LRT Facilities	Location
	East of the alignment and Highway 394, midway between Penn Station and Van White Station
	East of Van White Station
	South of Royalston Station
	South of 6th Avenue North at Target Field Station

TABLE E-2

Locally Preferred Alternative: Roadway Improvements by Jurisdiction

Jurisdiction	Roadway Improvement Description
Eden Prairie	<ul style="list-style-type: none"> Changing a through lane to a right-turn lane for the north ramp on the Highway 212/Prairie Center Drive Interchange and add a turn lane along Technology Drive at the south ramp Adding a right turn lane to Technology Drive at Prairie Center Drive near SouthWest Station Extension of Eden Road west to the Town Center Station to terminate in a cul-de-sac; change the Eden Road through movement to a signalized intersection where Eden Road currently turns south; modification of the roadway to accommodate light rail side-running, including the addition of one new traffic signal and turn lanes along the roadway at Flying Cloud Drive; modification of Eden Road to change through movement to Eden Road extension to the west; addition of a traffic signal at the new intersection; addition of minor geometric modifications to accommodate modifications of Eden Road^a Addition of turning lanes to Technology Drive at Flying Cloud Drive Addition of turning lanes to Flying Cloud Drive at Technology drive and a new signal at Viking Drive Widening of the roadway and turning lanes at intersection of Technology Drive and Flying Cloud Drive Realignment of the on-ramp to eastbound Highway 212 at Valley View Road Modification of West 70th Street to provide LRT passenger drop-off and bus bays Change in intersection control of Shady Oak Road at West 70th Street Extension of roadway at West 62nd Street to provide access to station and new park-and-ride lot
Minnetonka	<ul style="list-style-type: none"> Realignment of Red Circle Drive and new cul-de-sac for Yellow Circle Drive New roadway bridges to allow for grade-separated LRT crossing under the roadway at Feltl Road and Smetana Road
Hopkins	<ul style="list-style-type: none"> New grade-separated trail crossing with construction of pedestrian underpass at Blake Road North Roadway will be permanently eliminated at 16th Avenue between 5th Street and 6th Street at location of proposed Hopkins OMF Short extension of 15th Avenue south to create turnaround and access to the proposed Hopkins OMF New cul-de-sac on 6th Street at existing 16th Avenue Addition of south leg at the 17th Avenue South intersection and associated turn-lane additions Extension of 17th Avenue south from Excelsior Boulevard to the Shady Oak Station and park-and-ride lot Addition of access road connecting Blake Road North and Excelsior Boulevard by means of existing Pierce Avenue, with a new traffic signal at Excelsior Boulevard and Pierce Avenue intersection
St. Louis Park	<ul style="list-style-type: none"> Reconstruction of light rail /freight rail/trail bridge structures over Louisiana Avenue intersection Reconstruction of intersection at Oxford Street and Edgewood Avenue South Modification of roadway from a single through lane in each direction to two through lanes with bike lanes in each direction on Wooddale Avenue South New signalized intersections at Highway 7 interchange ramps on Wooddale Avenue South, access at Minnesota 7 Service road changed to right-in/right-out New at-grade light rail crossing combined with the existing at-grade freight rail crossing at Beltline Boulevard. New Beltline Access Road south and east of Beltline park-and-ride lot, including modifications of the existing Highway 7 Service road east of Beltline Boulevard Addition of new northbound left-turn lane at Beltline Boulevard/County Road 25 Modification of Beltline roadway from Park Glen Road to the LRT at-grade crossing to add bike lanes and sidewalk on the west side of Beltline Boulevard Addition of new eastbound right-turn lane on County Road 25 to new Beltline Access Road Road closed at Highway 7 Service Road east of Beltline Boulevard Reconfiguration of the existing roadway/intersection alignment at Lynn Avenue/County Road 25/Service Road, including new westbound left-turn lane and new traffic signal on County Road 25

Jurisdiction	Roadway Improvement Description
	<ul style="list-style-type: none"> • Pedestrian and vehicular circulation and access improvements at Beltline Station, including the extension of Lynn Avenue and a new road along the north side of the LRT and freight rail corridor; extends south of the County Road 25/Lynn Avenue intersection to just north of the pedestrian trail and along the north side of the trail to the park-and-ride surface lot, and includes excavation quantities and limits temporary shoring, retaining walls, and a new roadway section
Minneapolis	<ul style="list-style-type: none"> • Reconfiguration of lane widths at West Lake Street to accommodate barrier placement between roadway and sidewalks from Chowen Avenue South to Market Plaza • Permanent modification of the alignment of Abbott Avenue and Chowen Avenue to create West 31st Street near West Lake Station to accommodate future development • Narrowing of roadway widths at Abbott Avenue and Chowen Avenue to remove parking on one side of the roadway and accommodate boulevard section between back of curb and adjacent sidewalk • New roadway/trail signal at Cedar Lake Parkway Trail at-grade crossing, combined with existing freight rail at-grade crossing, and reconstruction of intersection with Burnham Road • Reconstruction of the intersection at West 21st Street Thomas Avenue South/West 22nd Street • Reconfiguration of lane widths on Penn Avenue South to accommodate wider sidewalk on bridge • Removal of right-turn lane for southbound Penn Avenue South at I-394 ramps • New access for the passenger drop-off at Penn Station on South Wayzata Boulevard/I-394 ramp intersection • Modifications of sidewalk and path on Van White Boulevard south of the bridge • Addition of a new station access road under the Van White Boulevard bridge connecting Van White Boulevard and Linden Avenue West • Removal of the existing bridge and replacement with two vehicular bridges on Glenwood Avenue Modification to the alignment of Royalston Avenue to accommodate side-running light rail and Royalston Station • Modification of Royalston Avenue from a four-lane roadway to a two-lane roadway and the addition of an at-grade, signal-controlled crossing through the Royalston Avenue/Holden Street intersection • Modification of Holden Street North from a four-lane roadway to a two-lane roadway • Modification of Border Avenue from a four-lane roadway to a two-lane roadway from Holden Street North to Cesar Chavez Avenue. • Narrowing of roadway widths on Border Avenue from Cesar Chavez Avenue to Royalston Avenue North to accommodate boulevard section between back of curb and adjacent sidewalk • Reconstruction of intersections on Border Avenue with 3rd Avenue North, Cesar Chavez Avenue, and Royalston Avenue North/Lakeside Avenue • New traffic signal at intersection of 5th Avenue North and North 7th Street • Reconstruction of Fremont Avenue North roadway from 2nd Street to north of Glenwood Avenue North • Addition of northbound and southbound protected bike lanes on North 7th Street from Plymouth Avenue North to 2nd Avenue North

^a These roadway improvements are deferred with the Eden Prairie Town Center Station and will be constructed when the Eden Prairie Town Center Station is constructed.

TABLE E-3

Bicycle and Pedestrian Improvements by Light Rail Station

Light Rail Station	Bicycle and Pedestrian Improvement Description
Improvements Not Specific to a Proposed Light Rail Station	<ul style="list-style-type: none"> • ADA-compliant curb ramps and detectable warnings will be constructed at light rail stations, as well as at modified roadway intersections • Pedestrian crossings of light rail tracks will include flashing light signal assemblies with an audible warning to notify pedestrians of train arrival at crossing locations (these crossing treatments may also include detectable warnings and signs) • Existing private trails that are displaced by the Project will be replaced at the discretion of the owner of that private trail • All existing public regional and local trails relocated by the Project will be replaced by similar facilities that will provide the same transportation connectivity • Bicycle and pedestrian improvements, to provide the level of access for transit-dependent populations who cannot use park-and-ride facilities, including: <ul style="list-style-type: none"> • Close a trail gap along Van White Boulevard/Fremont Avenue North between Van White Memorial Boulevard and 2nd Avenue North • Work with City Minneapolis Park and Recreation Board staff to redesign the connection of the Cedar Lake Trail and Kenilworth Trail near Penn Station for a more functional connection • Add a push button signal or some form of traffic control at the intersection of Cedar Lake Parkway and the Kenilworth Trail • Connect to East Cedar Beach from 21st Street Station, including additional wayfinding • Convert the existing 7th Street bikeway to a protected bikeway facility between 2nd Avenue North and Plymouth Avenue North
Opus Station	<ul style="list-style-type: none"> • Stairs and ramps will be provided to make the connection between existing facilities and station; ramps will accommodate pedestrian and bicycle users, and will be ADA-compliant
Downtown Hopkins Station	<ul style="list-style-type: none"> • Ramps will be provided to make the connection between existing facilities and station; ramps will accommodate pedestrian and bicycle users, and will be ADA-compliant • Crosswalk improvements at all four legs of the Excelsior Boulevard and 8th Avenue South intersection, consisting of standard concrete construction between the outer crosswalk boundaries with additional jointing identifying the crosswalk area, contingent on the approval of Hennepin County, the roadway owner
Blake Station	<ul style="list-style-type: none"> • New grade-separated trail crossing at Blake Road
Wooddale Station	<ul style="list-style-type: none"> • New grade-separated trail crossing at Wooddale Avenue
Beltline Station	<ul style="list-style-type: none"> • New grade-separated trail bridge to span over the LRT and freight rail tracks and Beltline Boulevard
West Lake Station	<ul style="list-style-type: none"> • Stairs and ramps will be provided to make the connection between existing facilities and station; ramps will accommodate pedestrian and bicycle users and will be ADA-compliant; station will include elevators • Enhanced pedestrian connections will be provided along West Lake Street between Drew Avenue South and Market Plaza and along Excelsior Boulevard between Market Plaza and West 32nd Street • Abbott Avenue and Chowen Avenue will be realigned to accommodate future development on the Hennepin County Regional Railroad Authority (HCRRA) property, as shown in the Transitional Station Area Action Plan, and the platform and LRT tracks will be designed to not preclude the space required for the Midtown Rail project.; enhanced pedestrian connections will be built along Chowen and Abbott Avenues and along the newly aligned street segment
Penn Station	<ul style="list-style-type: none"> • Elevators, stairs, and ramps will be provided to make the connection between existing facilities and station; ramps will accommodate pedestrian and bicycle users and will be ADA-compliant • Pedestrian connections from Penn Station across I-394 and north to Mount View Avenue will be improved and enhanced • Additional ADA-compliant improvements at Penn Avenue and Cedar Lake Road will be added; ADA-compliant curb ramps and detectable warnings will be constructed to the latest standards at light rail stations, as well as at roadway intersections that will be modified (e.g., accommodating light rail crossings, widening the roadway for vehicle traffic as necessary) • Additional sidewalks will be provided, as enhanced pedestrian connections, along the south side of Wayzata Boulevard from Thomas Avenue east to the access to Penn Station

Light Rail Station	Bicycle and Pedestrian Improvement Description
Van White Station	<ul style="list-style-type: none">• Sidewalk improvements along Dunwoody Boulevard will be added, including improvements to the under-bridge area beneath I-394 and intersection improvements at Stadium Parkway/Emerson Avenue South• New pedestrian bridge to Bryn Mawr Meadows will be added (replacing the existing trail bridge)
Royalston Station	<ul style="list-style-type: none">• Pedestrian connections will be enhanced to the Farmers Market, from both the north and south, via the frontage road and Holden and Border Avenues

TABLE E-4

Locally Requested Capital Investments

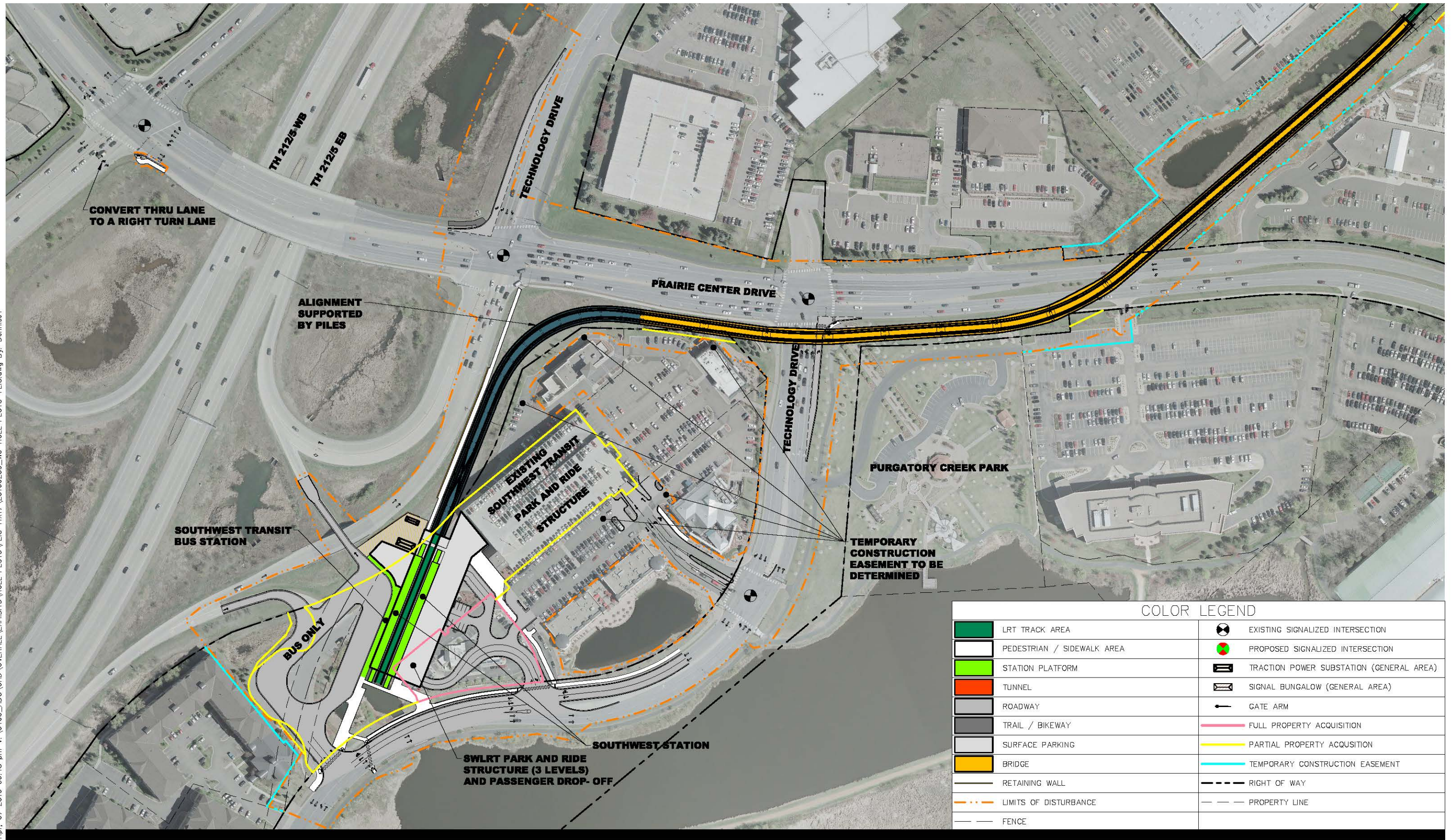
Jurisdiction/Improvement	Description
Eden Prairie	
#1: N-S Roadway	A new north-south roadway connecting the proposed Town Center Station in the City of Eden Prairie to Singletree Lane. This proposed roadway is generally located immediately west of the Town Center Station and cul-de-sac, both to be constructed as part of the Project, and proceeding south to Singletree Lane; and includes curb, gutter, trail, sidewalk, streetscaping, and utilities.
#2: Trail from Golden Triangle Station	A new 8-foot-wide bituminous trail with a 2-foot buffer on each side extending from the south side of West 70th Street to an existing trail that continues to Valley View Road and includes retaining walls and fencing between the Golden Triangle Trail and the light rail tracks.
#3: SouthWest Station Trail	A new 8-foot-wide concrete trail with a 2-foot buffer on each side, extending from the east side of the SouthWest Station platform to Prairie Center Drive along the north side of the light rail tracks, and includes retaining walls, pedestrian-scale lighting, fencing between the SouthWest Station Trail and the light rail tracks, storm sewer relocation, demolition, new pavement, curb, gutter, and guardrails associated with the Highway 212 off-ramp.
#4: Catenary Poles	Tapered, tubular catenary poles at selected locations Eden Prairie.
#5: Decorative Street Lighting	Installation of decorative street lighting in the Town Center area.
#6: Decorative Fencing and Bridge Railing	One-level upgrade of decorative fencing and bridge railings along the alignment in Eden Prairie.
#7: Planter Boxes	Installation of concrete planter boxes and walls adjacent to the alignment in the Town Center area.
#8: Bridge Aesthetics Upgrade	Upgrade bridge aesthetic quality by 5 percent on the Prairie Center Drive, Valley View Road, and Shady Oak Road/Highway 212 bridges (excludes Nine Mile and I-494).
#9: Embedded Track	Embedded track from Station 2112+50 (west of the proposed north-south road near Town Center Station, at the western edge of the traction power substation) to Station 2128+50 (east of Eden Road and Glen Road intersection).
#10: Public Plaza at Stations	Construct public plazas adjacent to the station platforms at City West, Golden Triangle, Town Center, and SouthWest Stations, including elements beyond the base project.
#11: Technology Drive Extension	Reconstruct a 150-foot section of Technology Drive located west of 11825 Technology Drive in Eden Prairie, and includes curb, gutter, trail, and stormwater utilities.
Minnetonka	
#12: Extension of 17th Avenue	Extend 17th Avenue from the southern park and ride driveway to K-Tel Drive, and includes pavement, sidewalks along both sides of the Extension, and installation of a 10-inch water main and an 8-inch sanitary sewer.
#13: Guideway Profile Adjustment	Adjust guideway profile, which requires additional earth excavation and additional retaining walls along the guideway to not preclude a future potential infill LRT station at Smetana Road.
Hopkins	
#14: 17th Avenue Water Main and Sewer	Installation of a water main and sanitary sewer generally located under 17th Avenue starting from Excelsior Boulevard then southward to the second park and ride driveway, and installation of a water main from the roundabout heading east to the limits of the Metro Transit Park-and-Ride site to an existing main in the City of Hopkins.
St. Louis Park	
#17: Xenwood Avenue Underpass	A roadway underpass of Xenwood Avenue near the Wooddale Station in the City, and includes excavation qualities and limits, temporary shoring, utility relocations, retaining walls, bridges for the pedestrian/bike trail, freight railroad tracks and LRT tracks, and direct fixation of LRT track to accommodate future Xenwood Avenue improvements.

Jurisdiction/Improvement	Description
#32: Beltline Blvd/CSAH 25 Improvements	Circulation and access improvements at the intersection of Beltline Boulevard and Highway 25, and includes adding bicycle lanes along Beltline Boulevard, lengthening the second left-turn lane for eastbound Highway 25, pedestrian ramp improvements, pavement, and lighting. The Beltline/Highway 25 Improvements may include adjusting utilities and widening Beltline Boulevard to accommodate bike lanes on each side of the roadway.
#33 Louisiana Station Area Trail	A new 8-foot pedestrian/bicycle trail along Oxford Street beginning at the intersection of Oxford Street and Edgewood Avenue and continuing eastward along the south side of the proposed project alignment and terminating at the intersection of Railroad Avenue and Brunswick Avenue, and including clearing and grubbing, excavation, pavement, signing, and fencing, and design adjustments of ballast curbs, and retaining walls along the Project alignment.
Hennepin County	
#26: New Trail between LRT Tracks and CSAH 61	A new bicycle/pedestrian trail along the corridor between the LRT track and Highway 61 ("Flying Cloud Drive") from Technology Drive to Valley View Road in the City of Eden Prairie, Minnesota. The addition of the Trail requires Flying Cloud Drive to shift slightly eastward to accommodate the Trail and includes new roadway pavement, curb and gutter, drainage systems, sidewalk, barrier wall, signage, Flying Cloud Drive bridge over I-494, and traffic signal mast adjustments.
#27: Fiber Optic Conduit	Conduit for fiber optic installed along the length of the corridor.

Source: Council, 2015.

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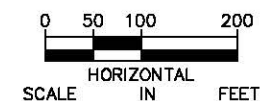
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SOUTHWEST LRT ALIGNMENT

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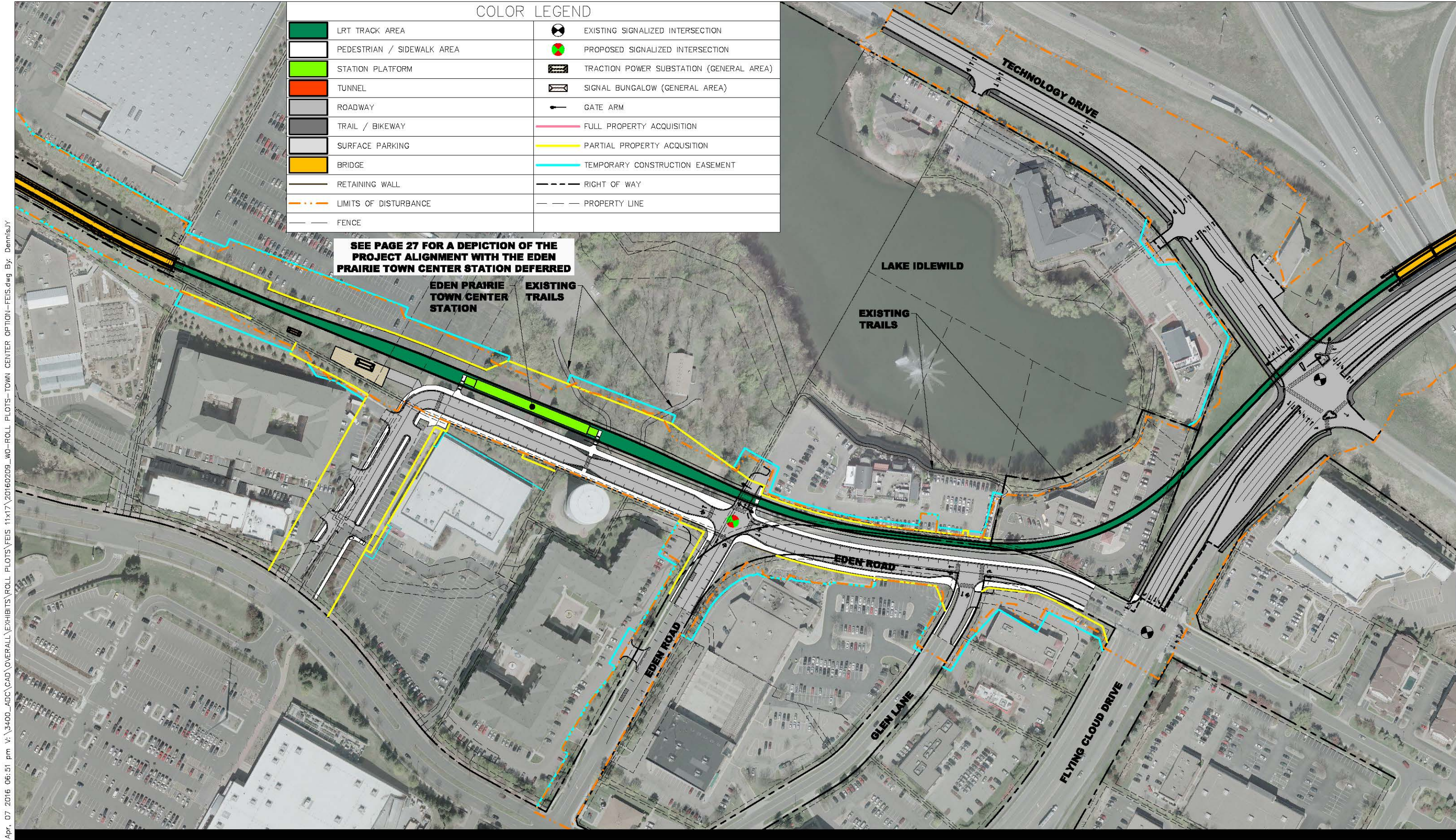
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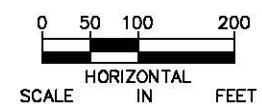
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	TUNNEL		SIGNAL BUNGALOW (GENERAL AREA)
	ROADWAY		GATE ARM
	TRAIL / BIKEWAY		FULL PROPERTY ACQUISITION
	SURFACE PARKING		PARTIAL PROPERTY ACQUISITION
	BRIDGE		TEMPORARY CONSTRUCTION EASEMENT
	RETAINING WALL		RIGHT OF WAY
	LIMITS OF DISTURBANCE		PROPERTY LINE
	FENCE		

SEE PAGE 27 FOR A DEPICTION OF THE PROJECT ALIGNMENT WITH THE EDEN PRAIRIE TOWN CENTER STATION DEFERRED

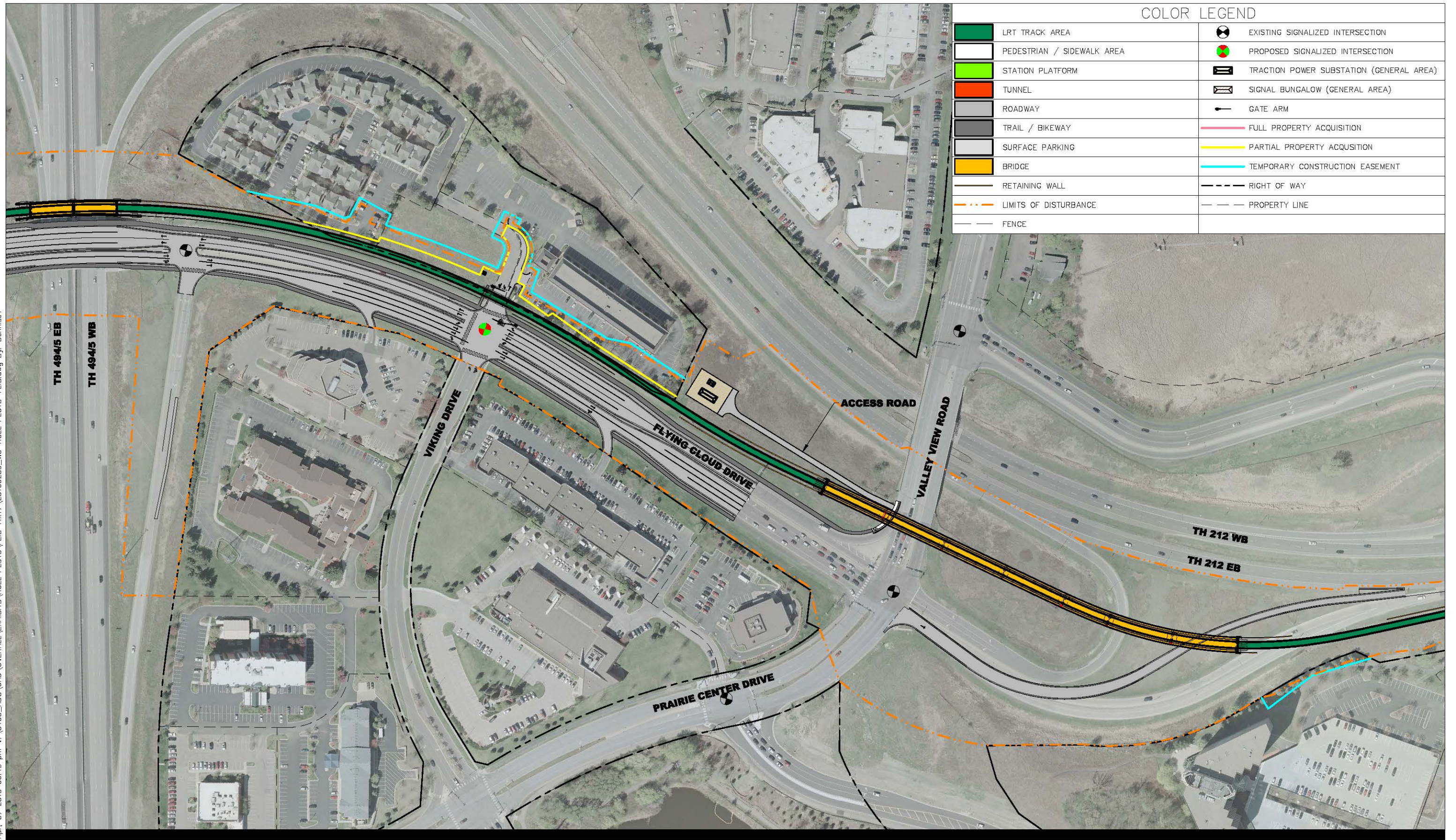


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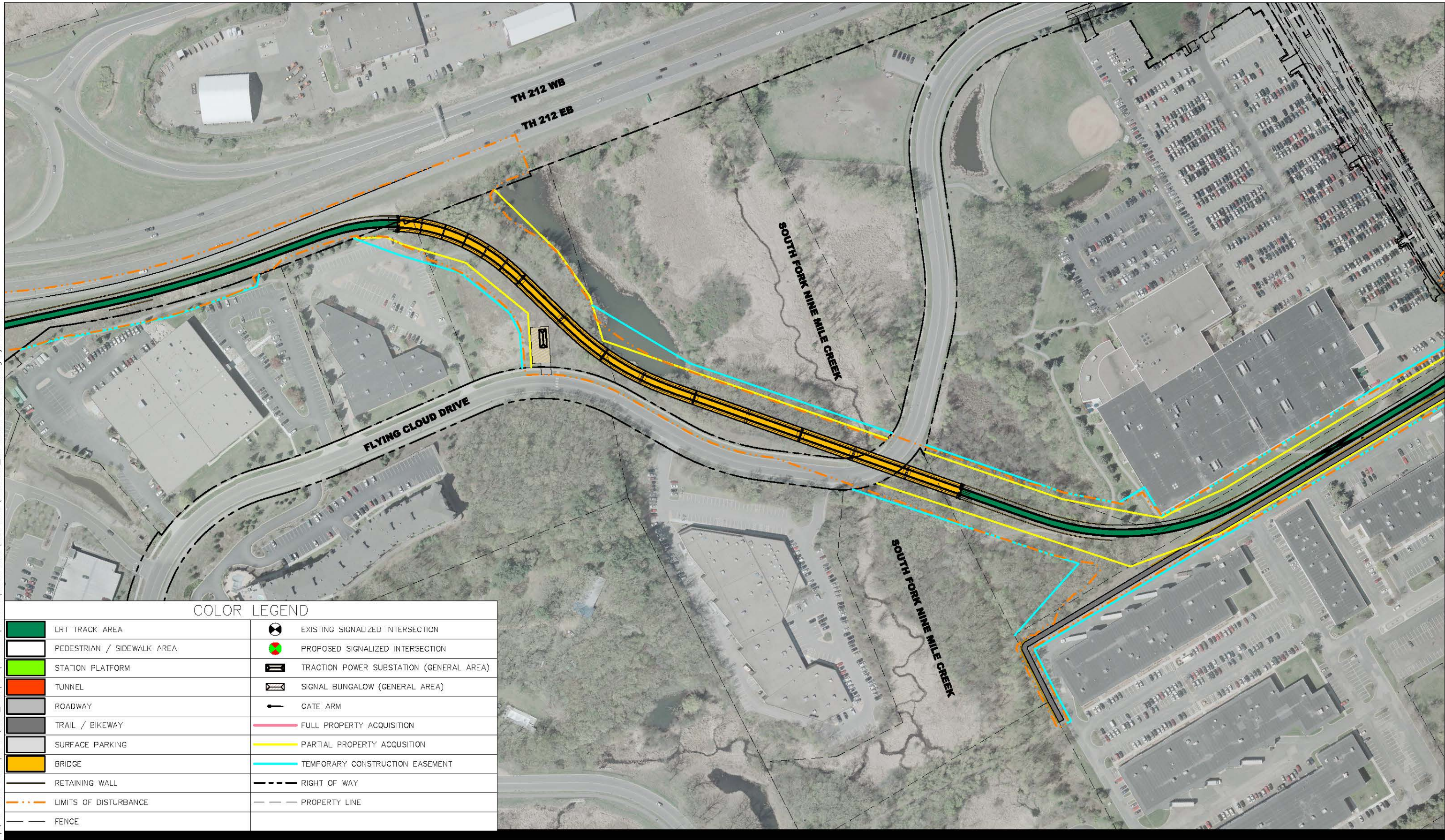
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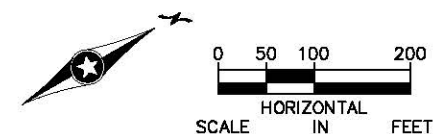
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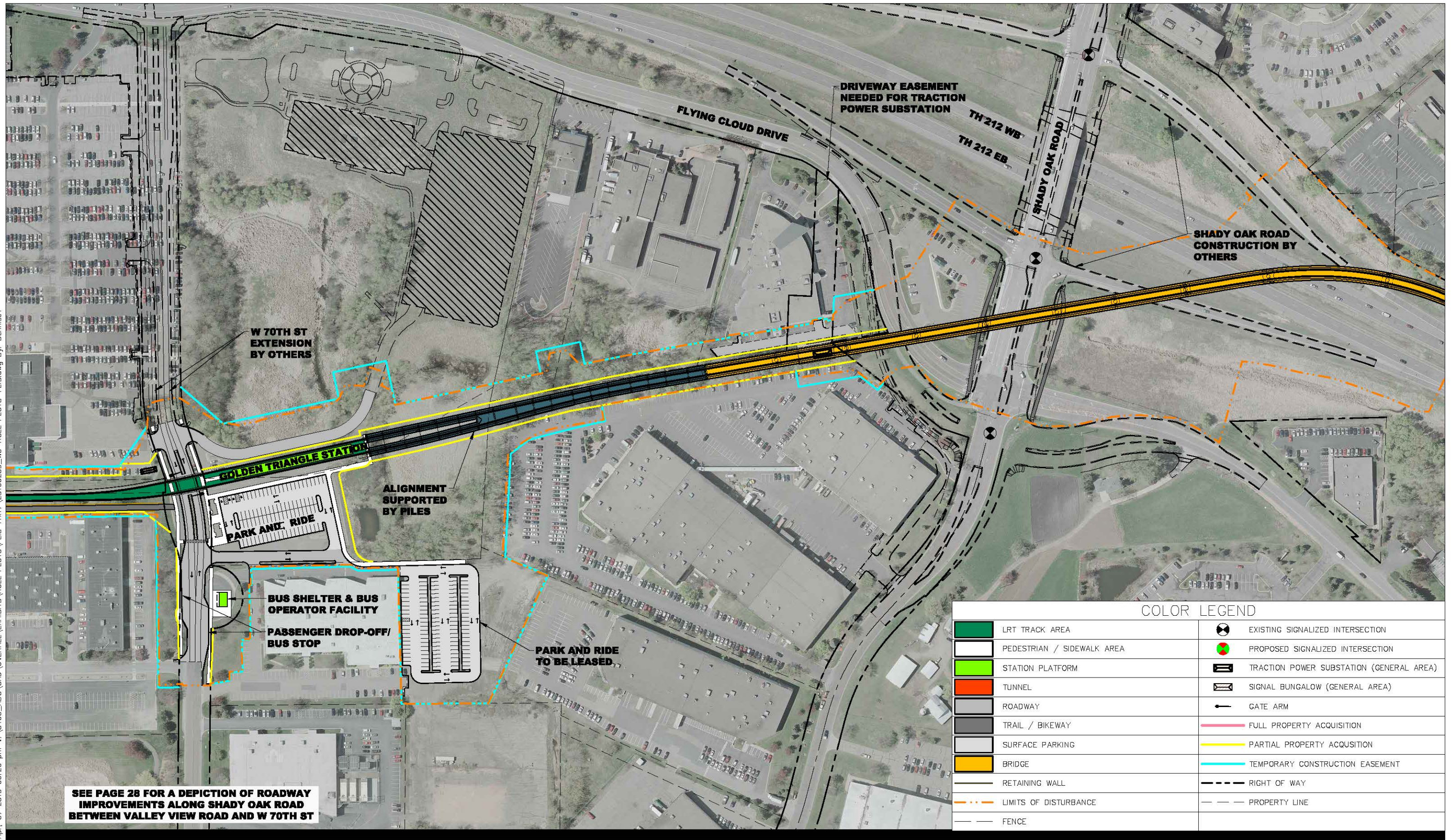
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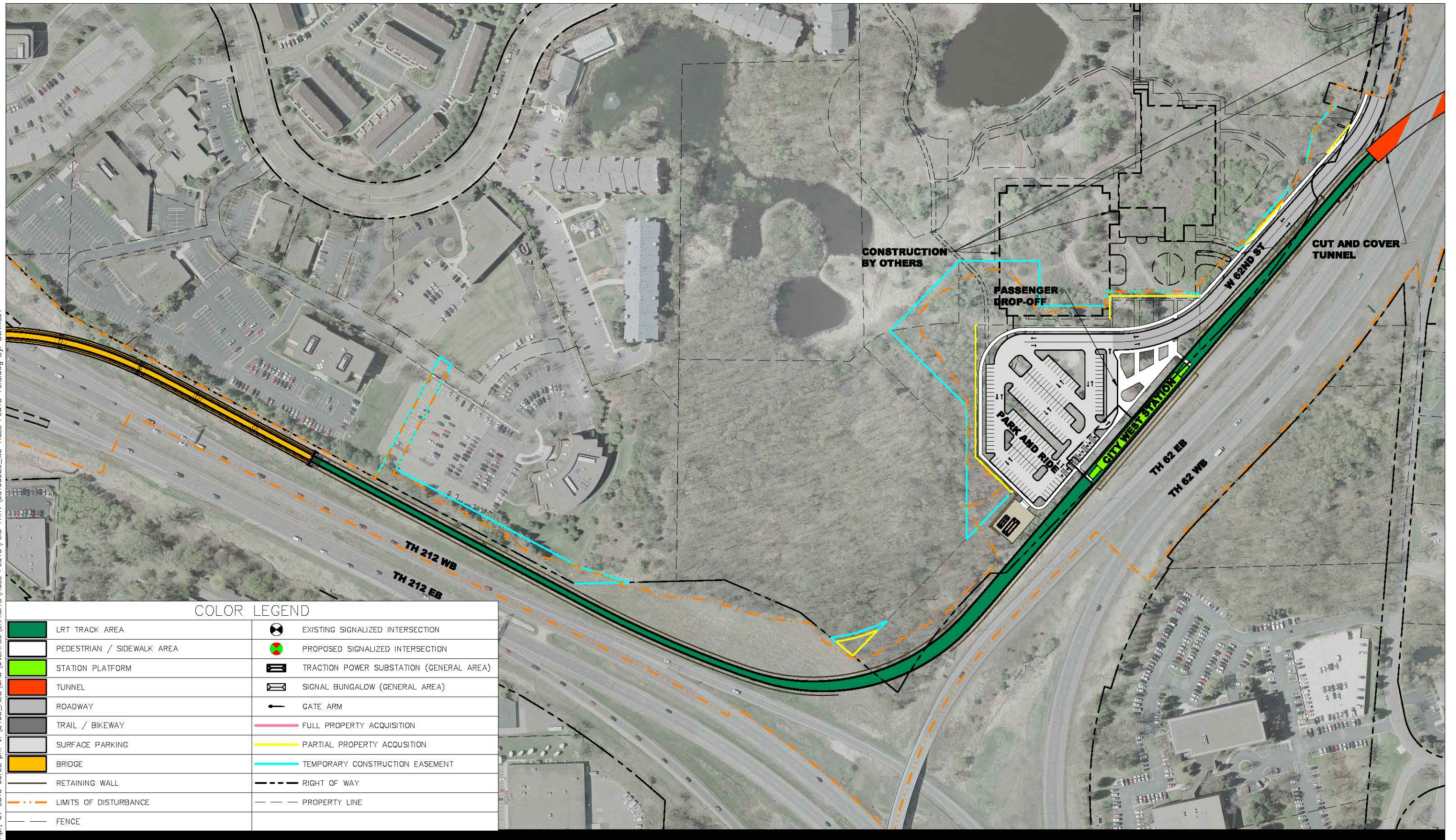
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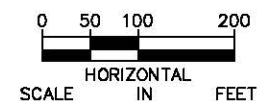
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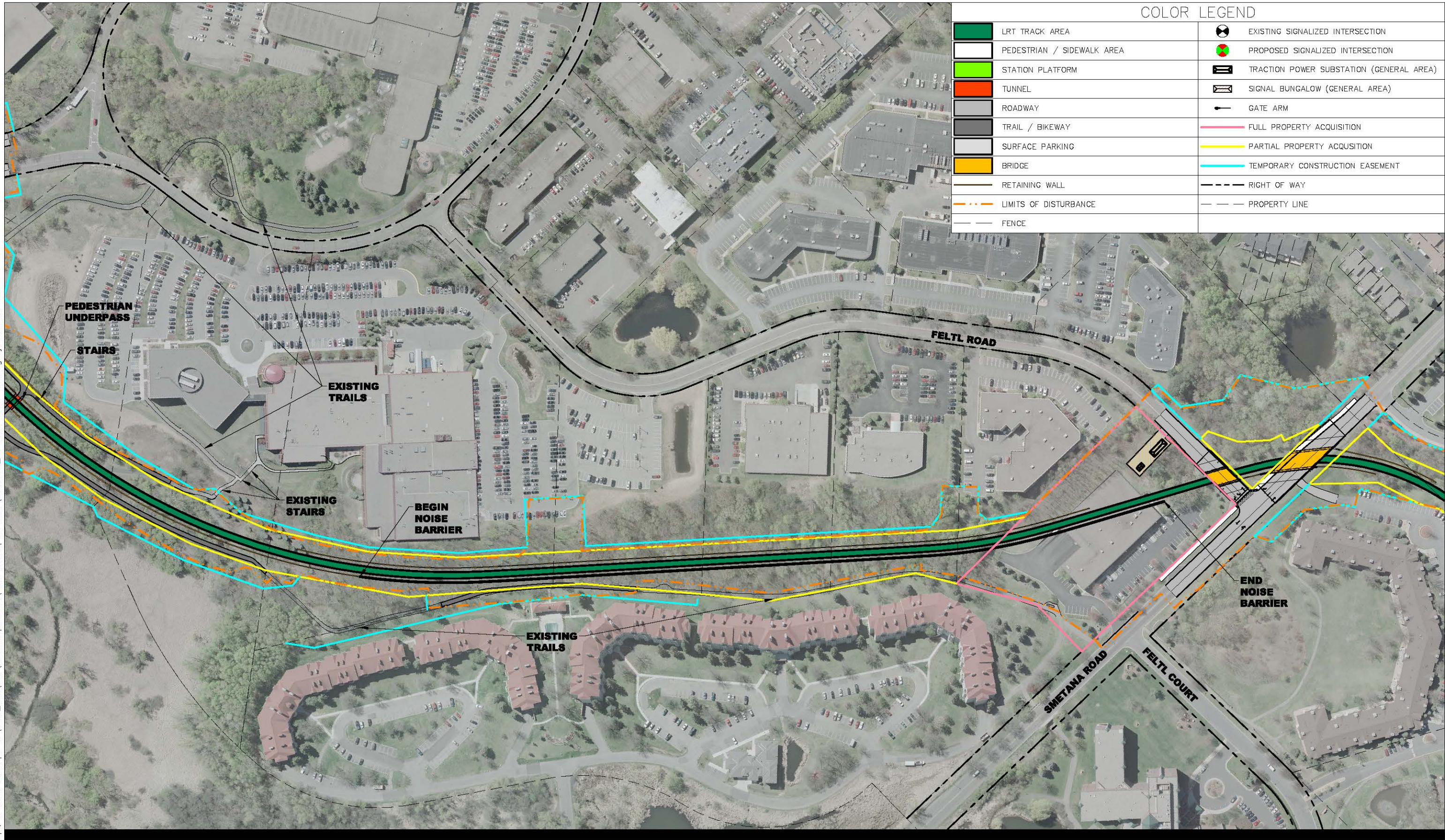
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CITY WEST STATION



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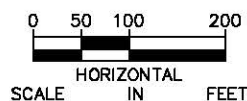
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SOUTHWEST LRT ALIGNMENT

SEGMENT W3 - MINNETONKA / HOPKINS

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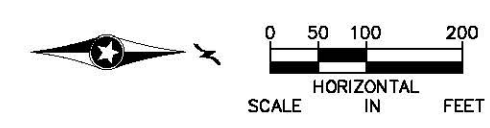
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	TUNNEL		SIGNAL BUNGALOW (GENERAL AREA)
	ROADWAY		GATE ARM
	TRAIL / BIKEWAY		FULL PROPERTY ACQUISITION
	SURFACE PARKING		PARTIAL PROPERTY ACQUISITION
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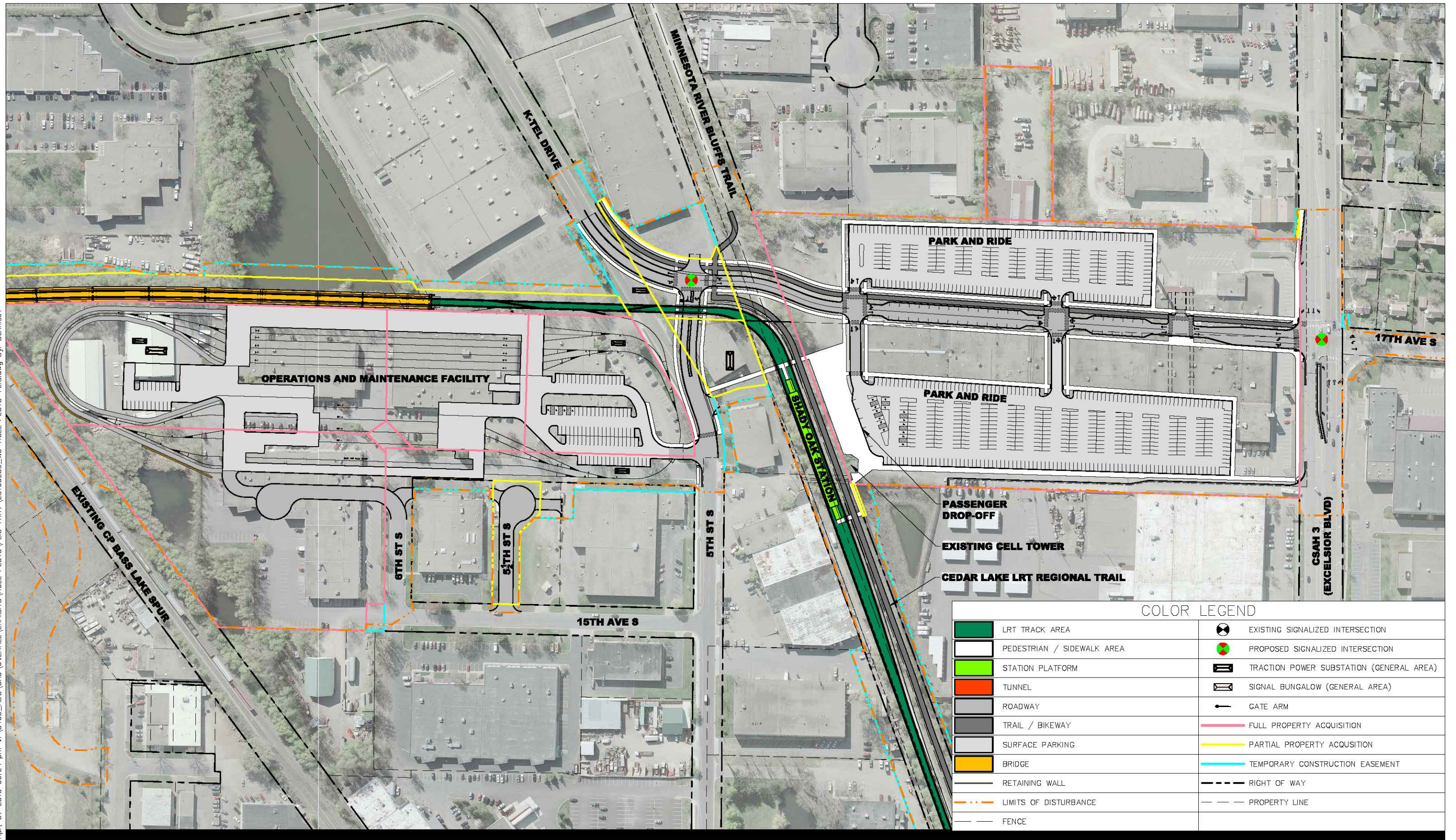
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MINNETONKA / HOPKINS BRIDGE



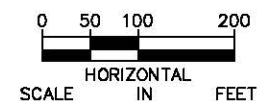
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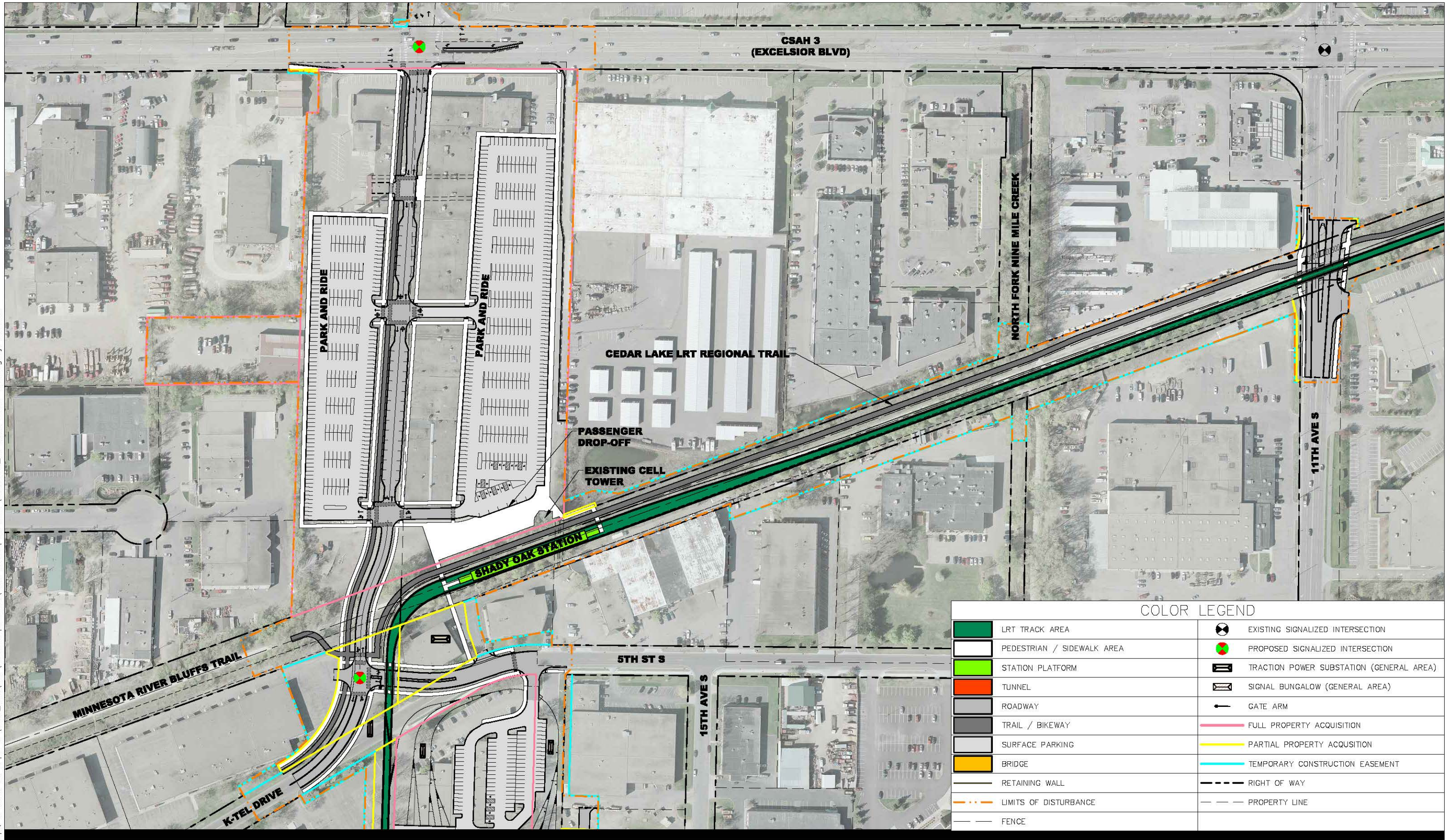
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SHADY OAK STATION



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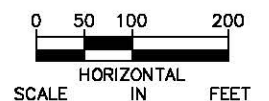
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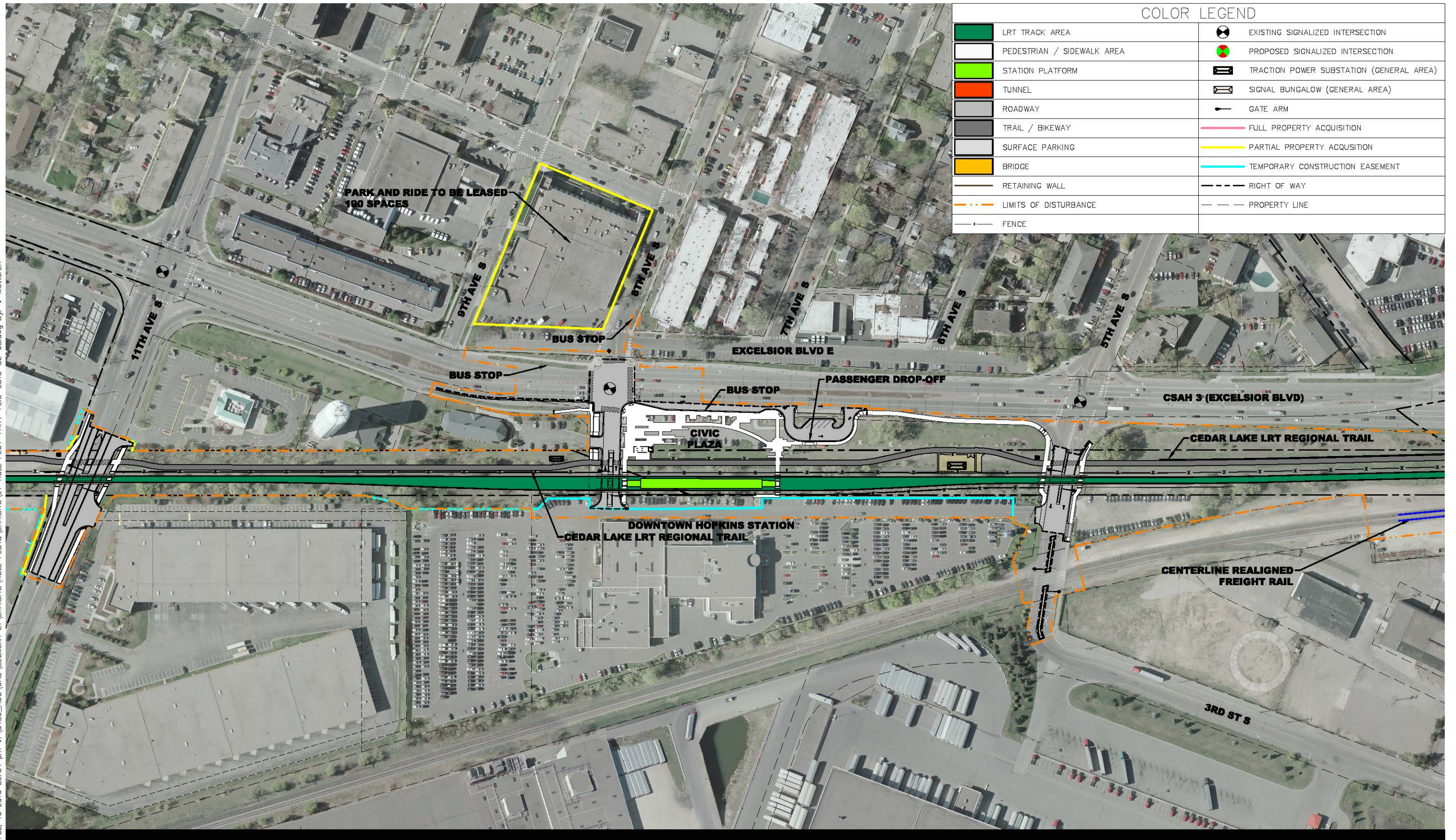
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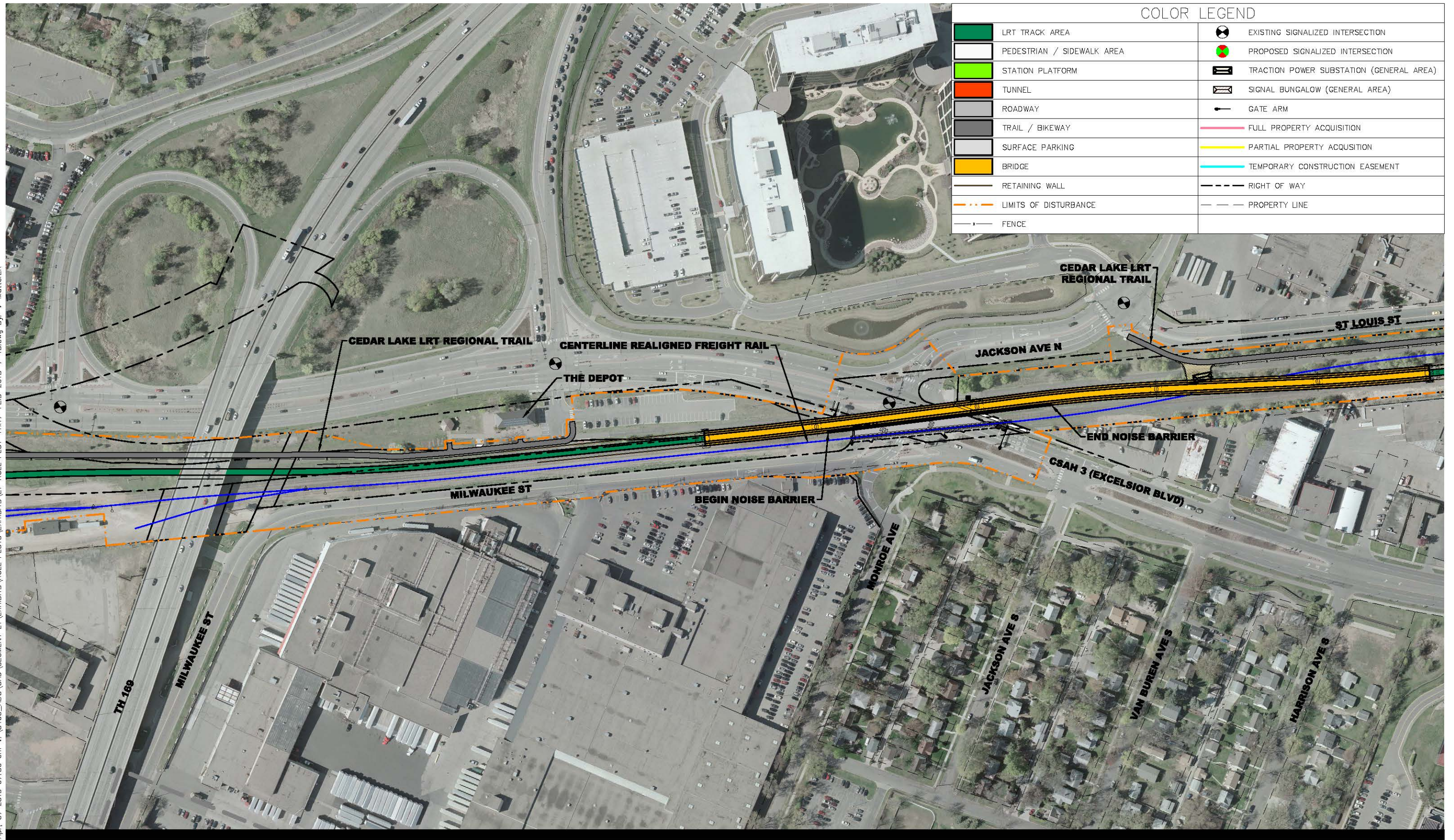
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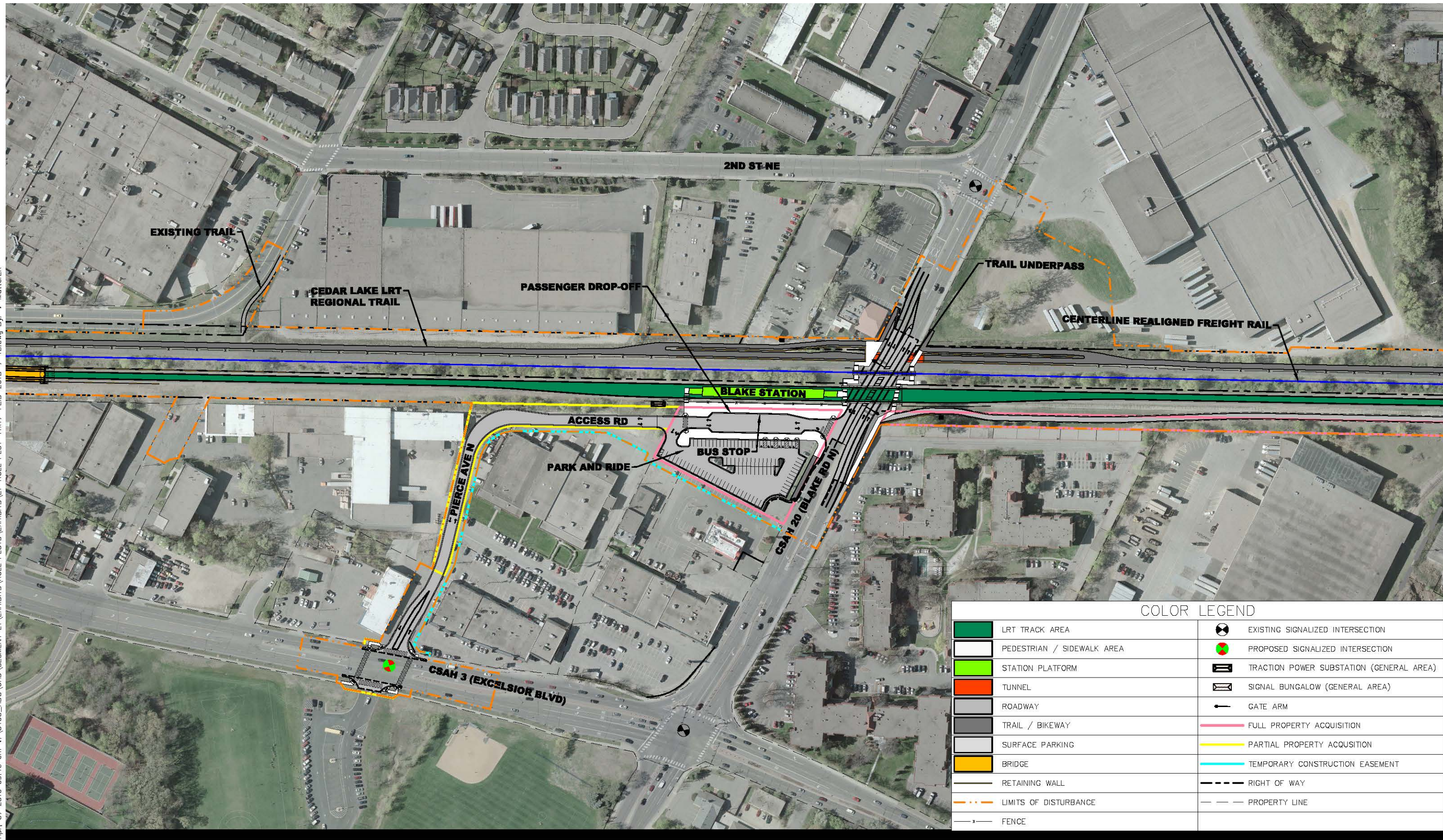
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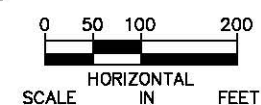
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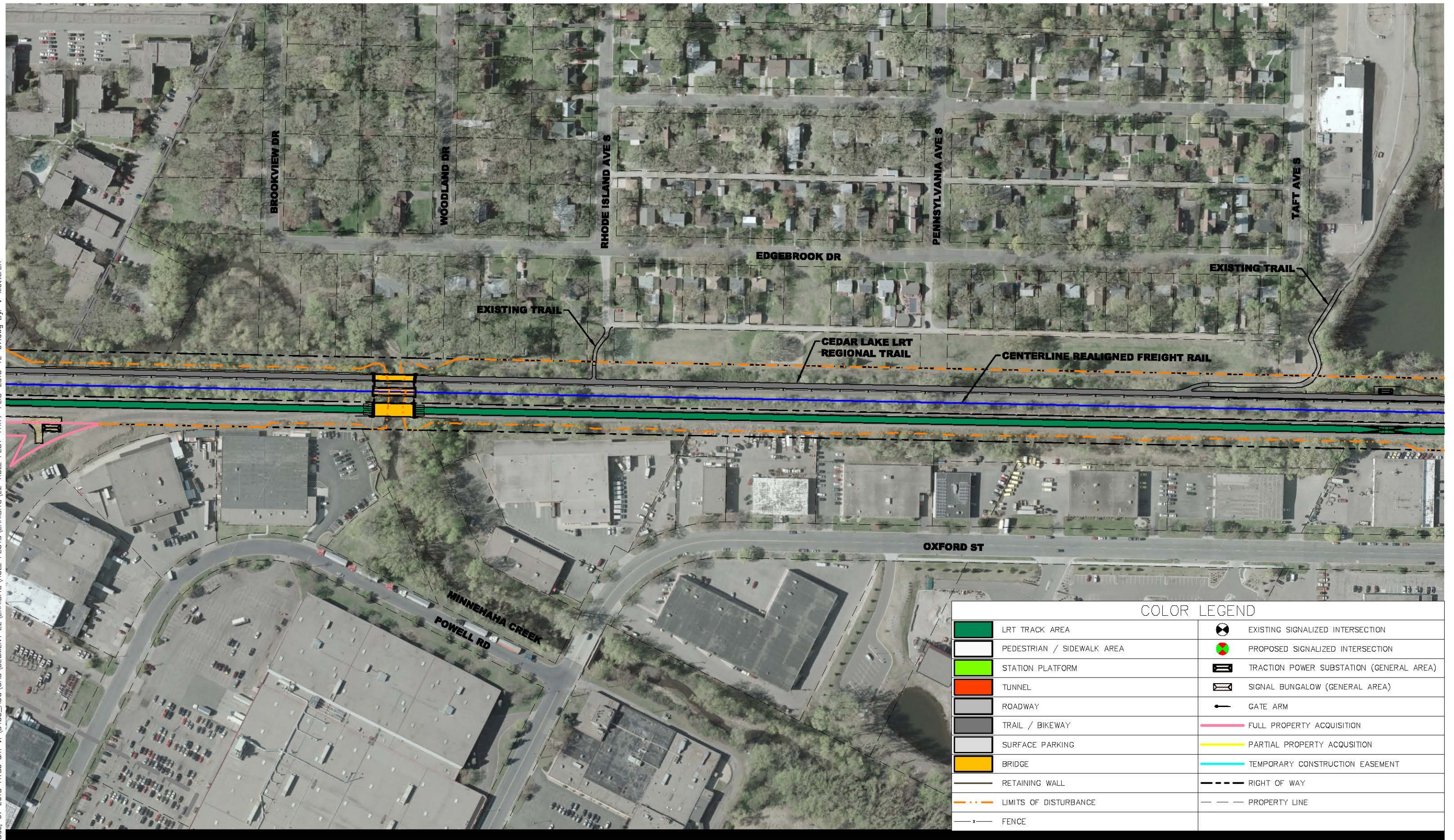
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BLAKE STATION



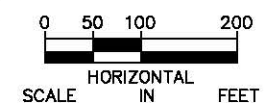
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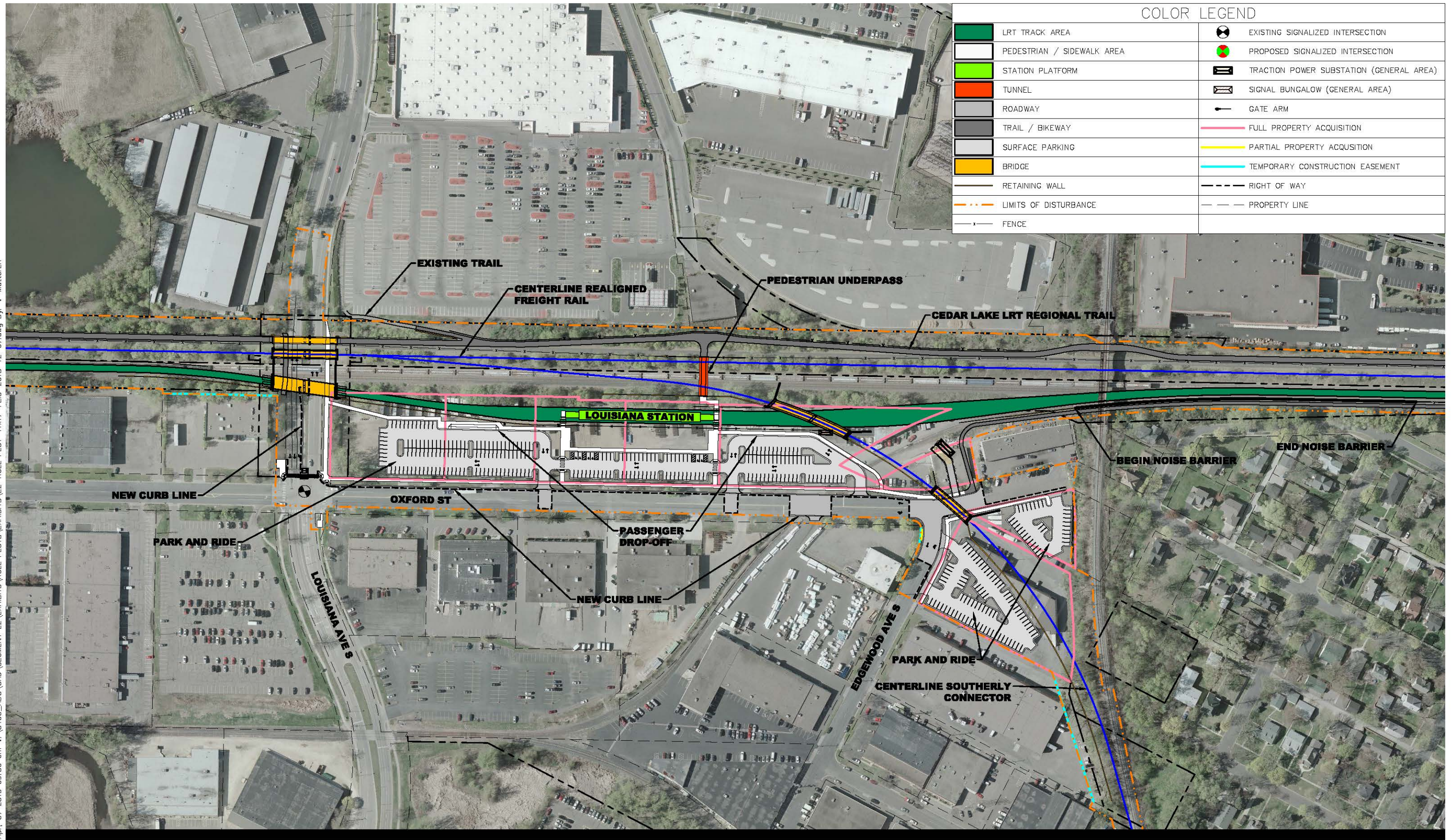
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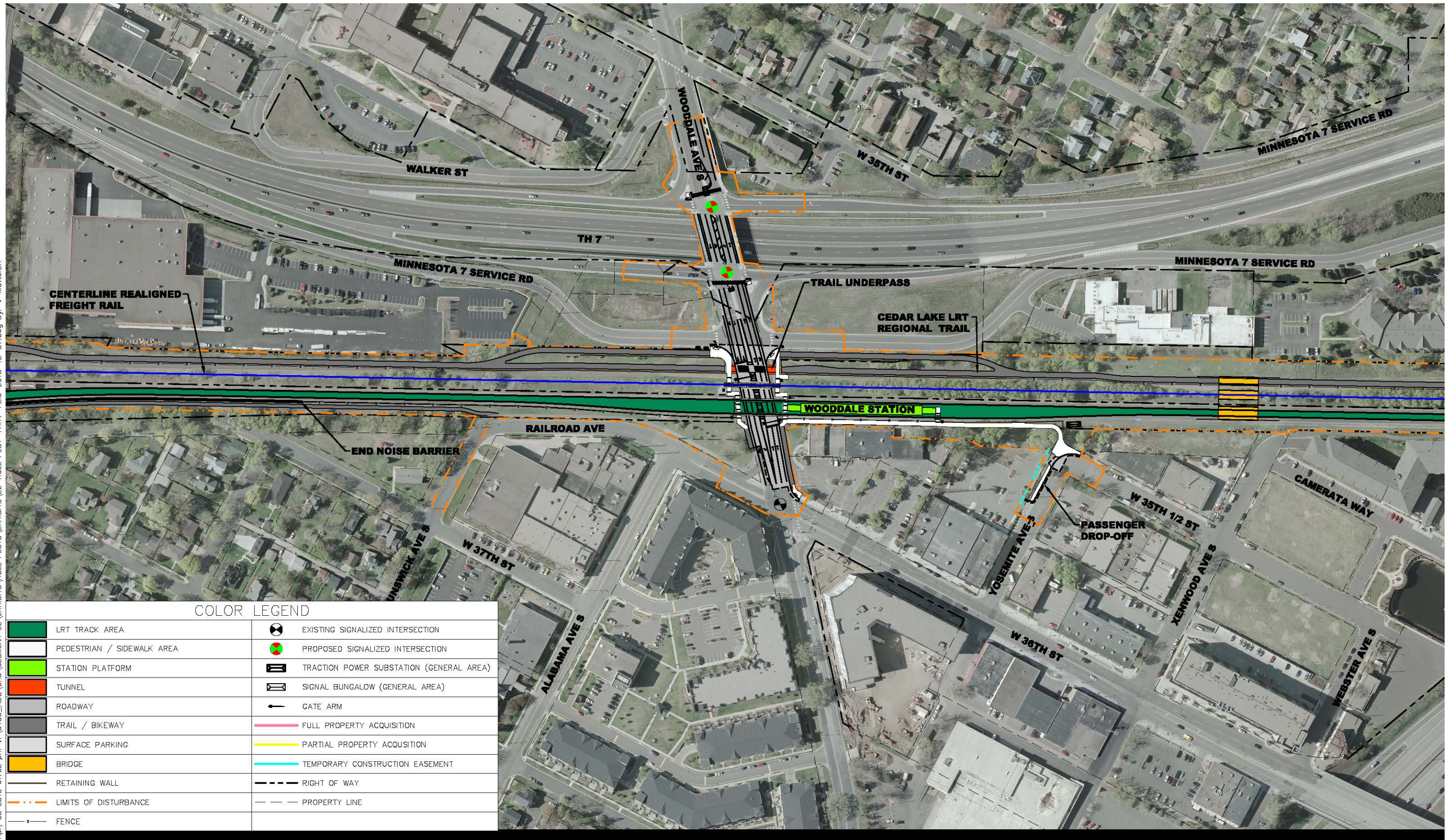
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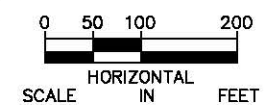
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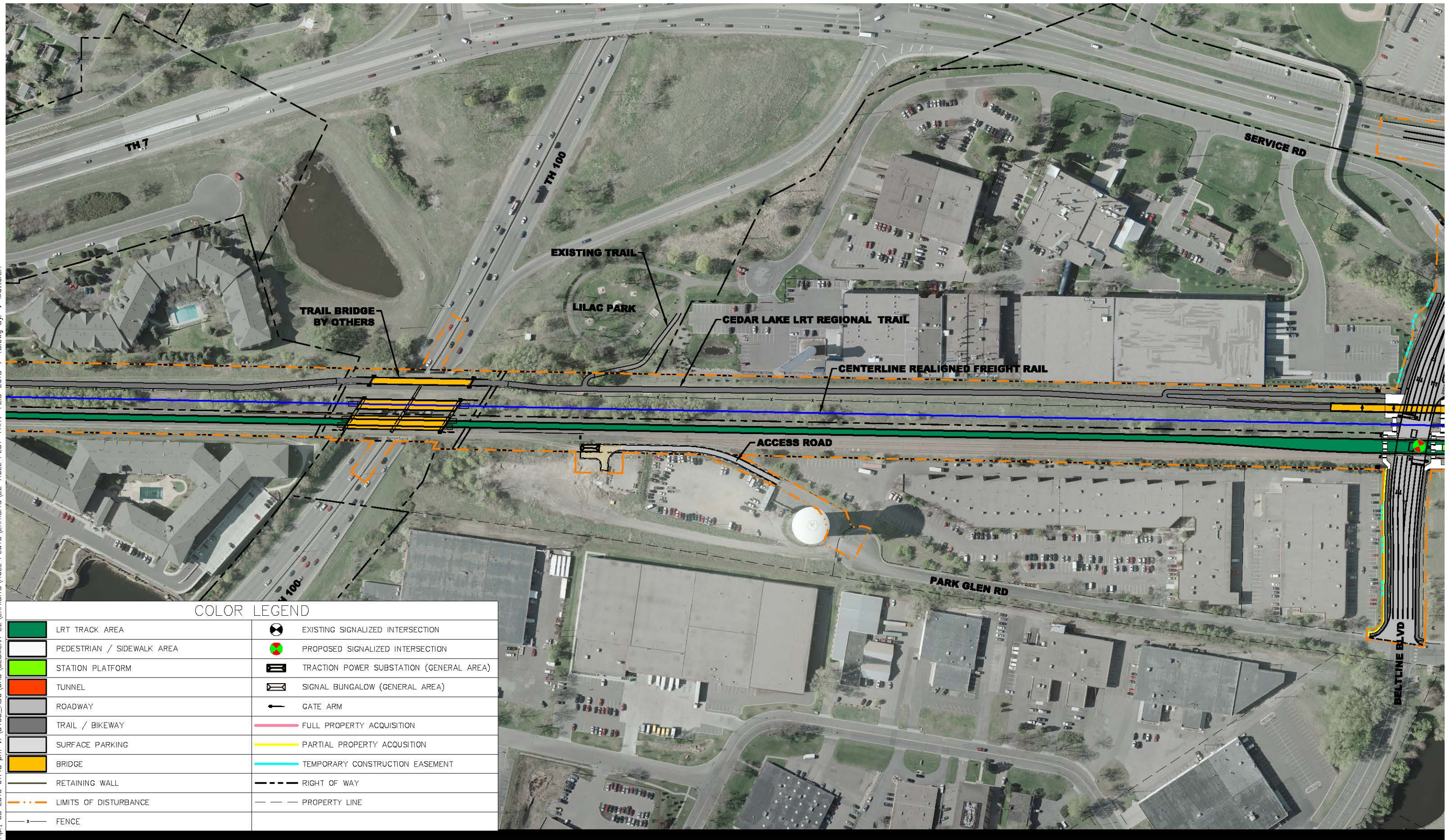
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WOODDALE STATION



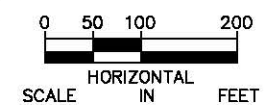
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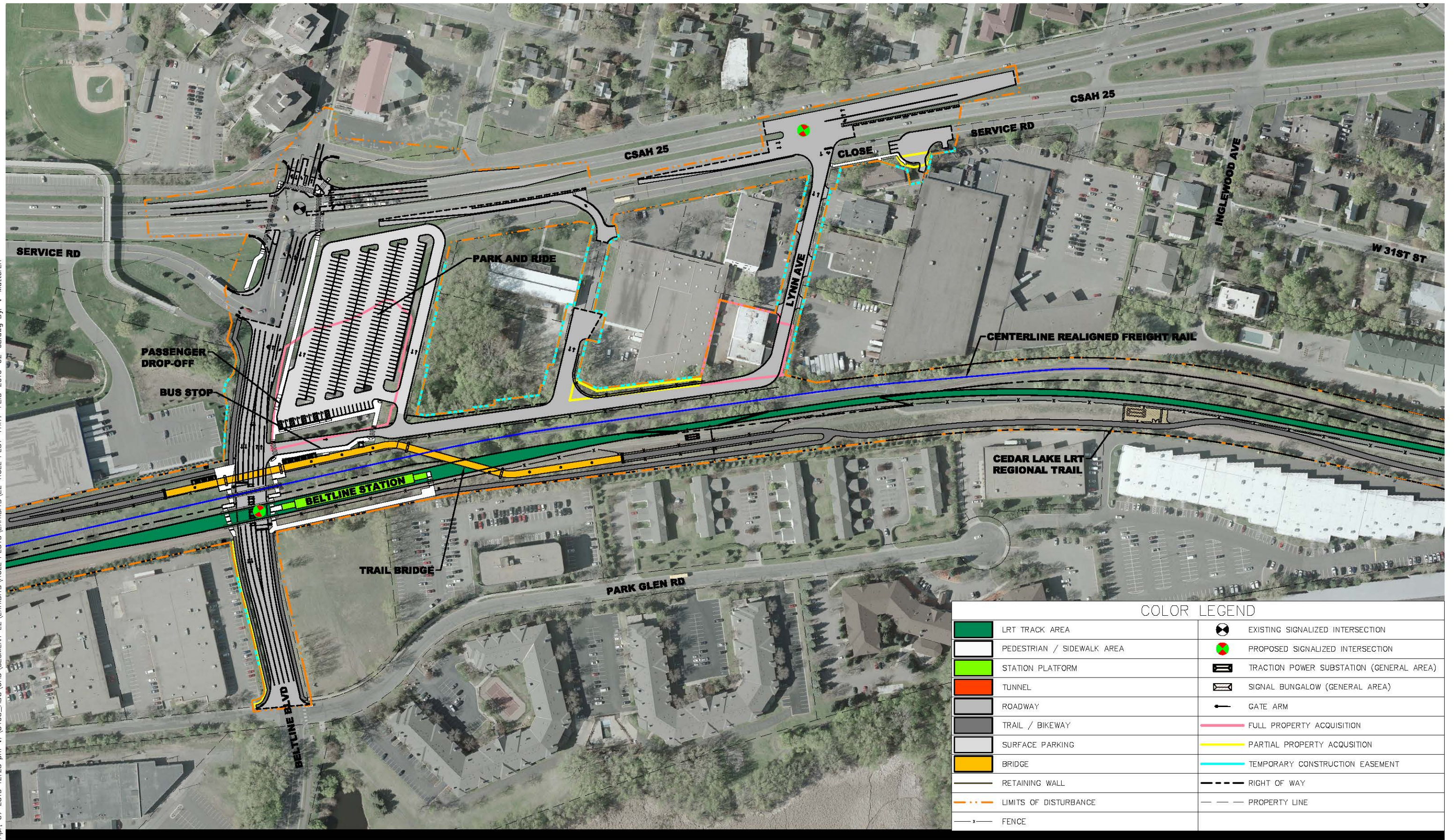
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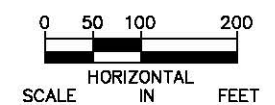
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SOUTHWEST LRT ALIGNMENT

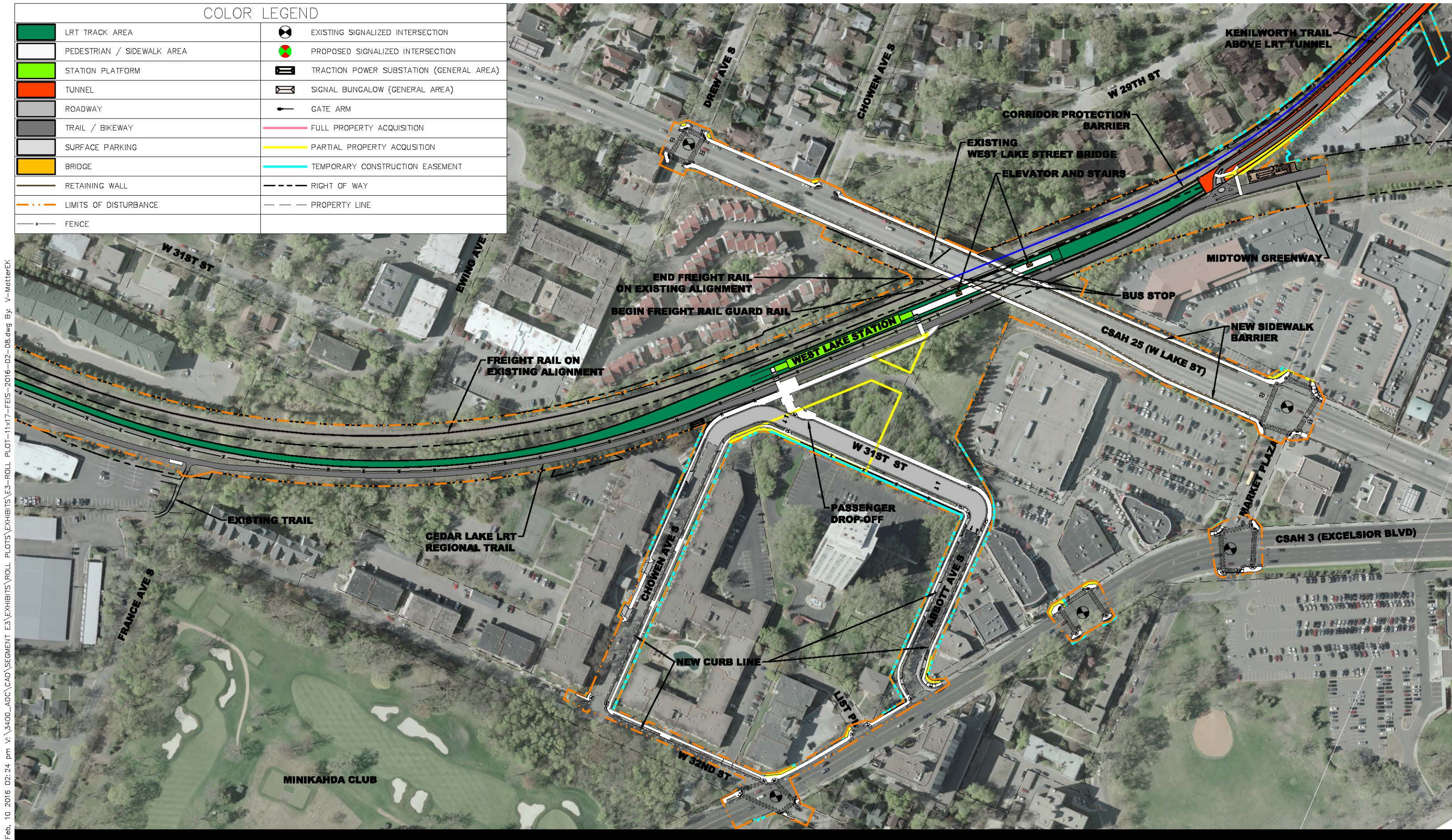
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BELTLINE STATION



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	STATION PLATFORM		TRACTION POWER SUBSTATION (GENERAL AREA)
	TUNNEL		SIGNAL BUNGALOW (GENERAL AREA)
	ROADWAY		GATE ARM
	TRAIL / BIKEWAY		FULL PROPERTY ACQUISITION
	SURFACE PARKING		PARTIAL PROPERTY ACQUISITION
	BRIDGE		TEMPORARY CONSTRUCTION EASEMENT
	RETAINING WALL		RIGHT OF WAY
	LIMITS OF DISTURBANCE		PROPERTY LINE
	FENCE		



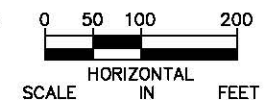
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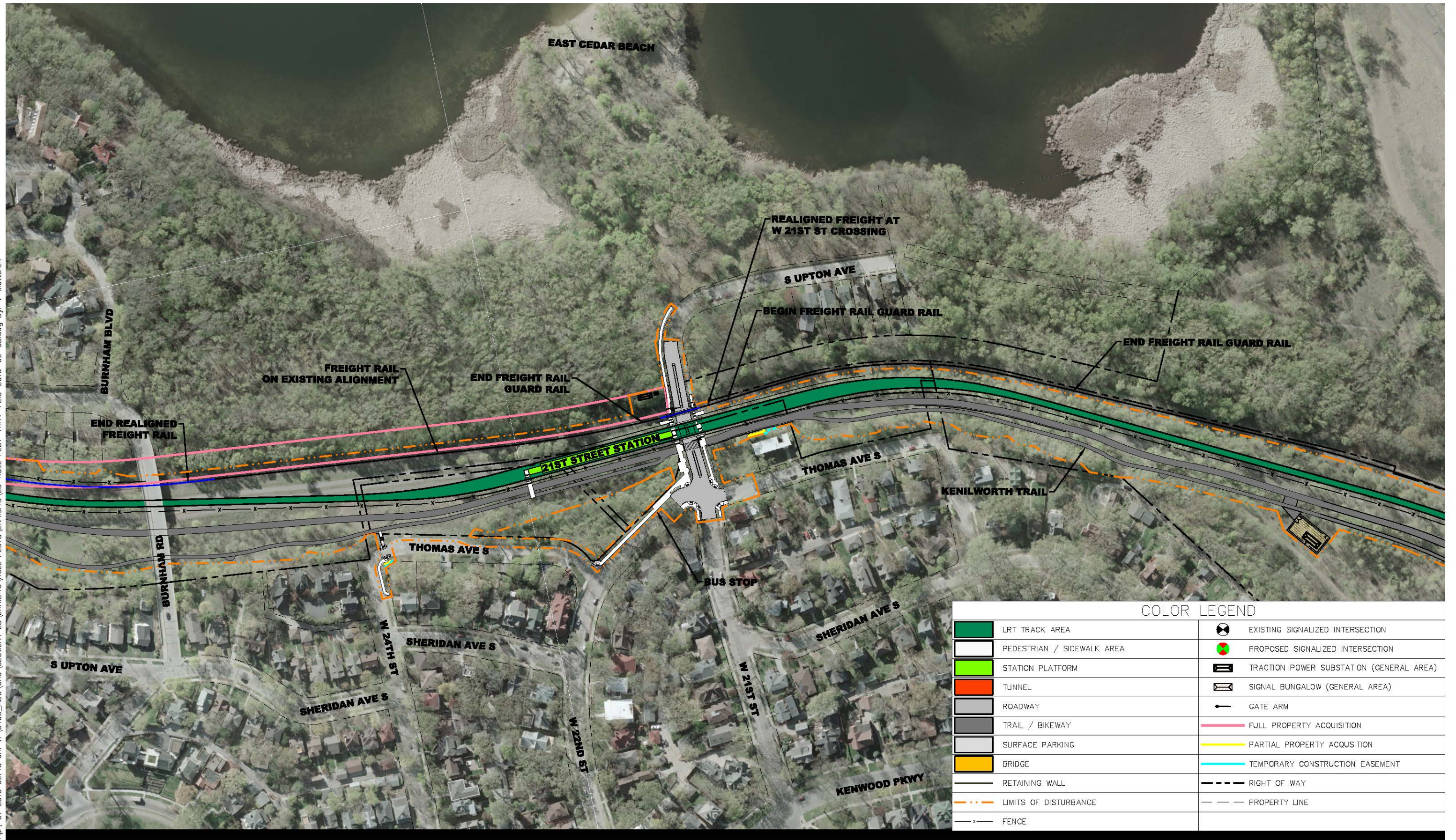
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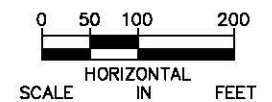
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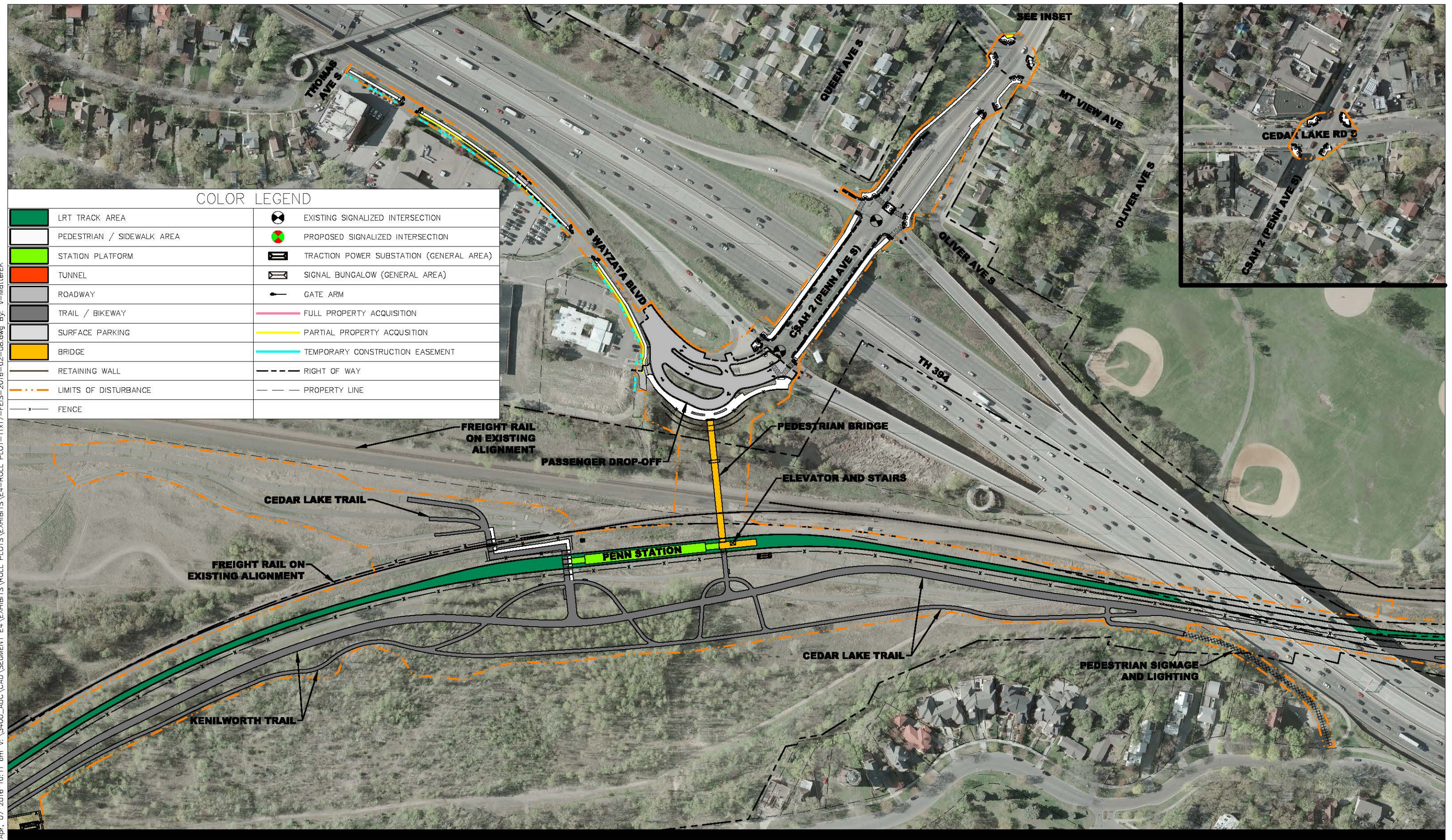
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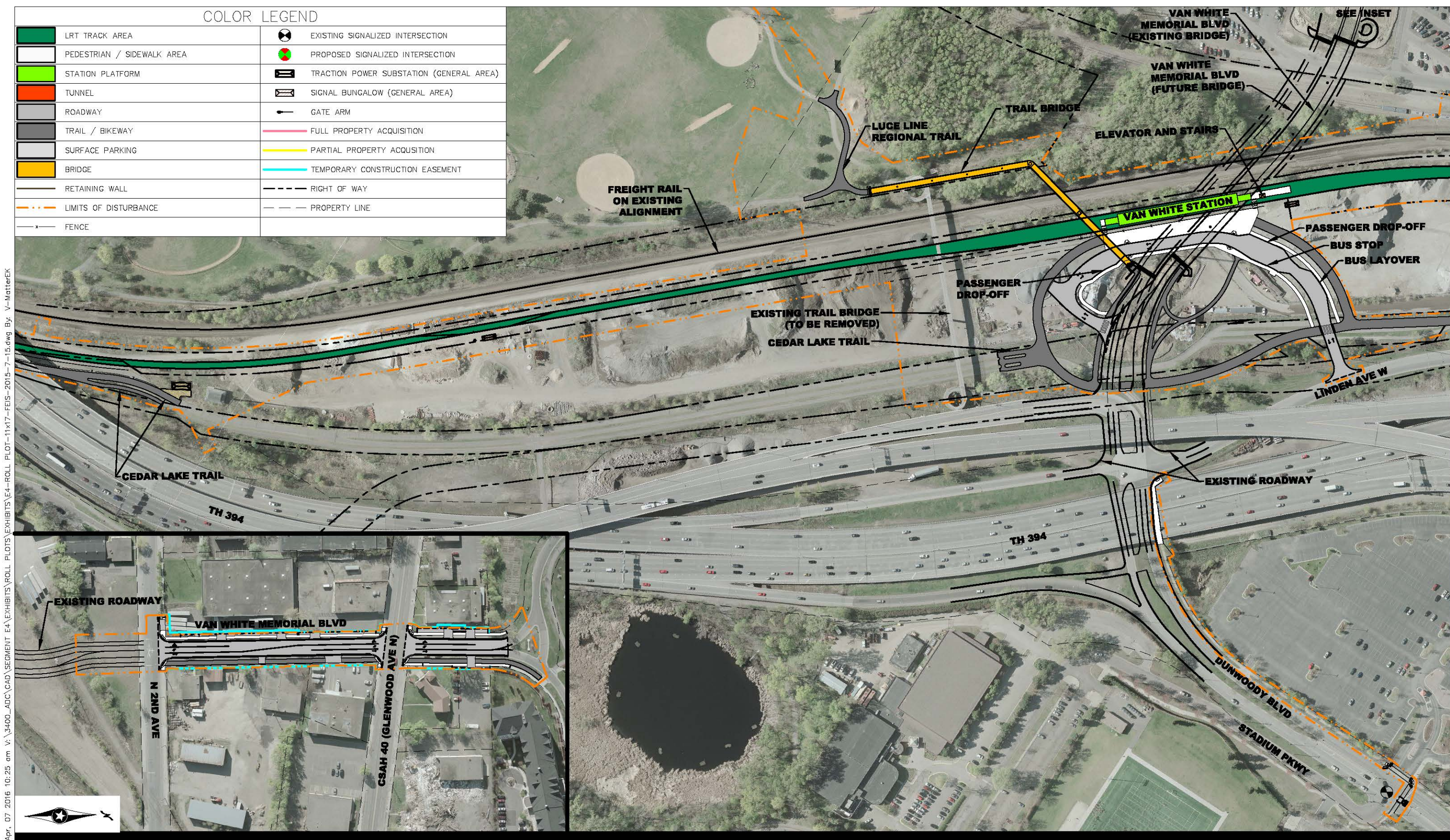


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











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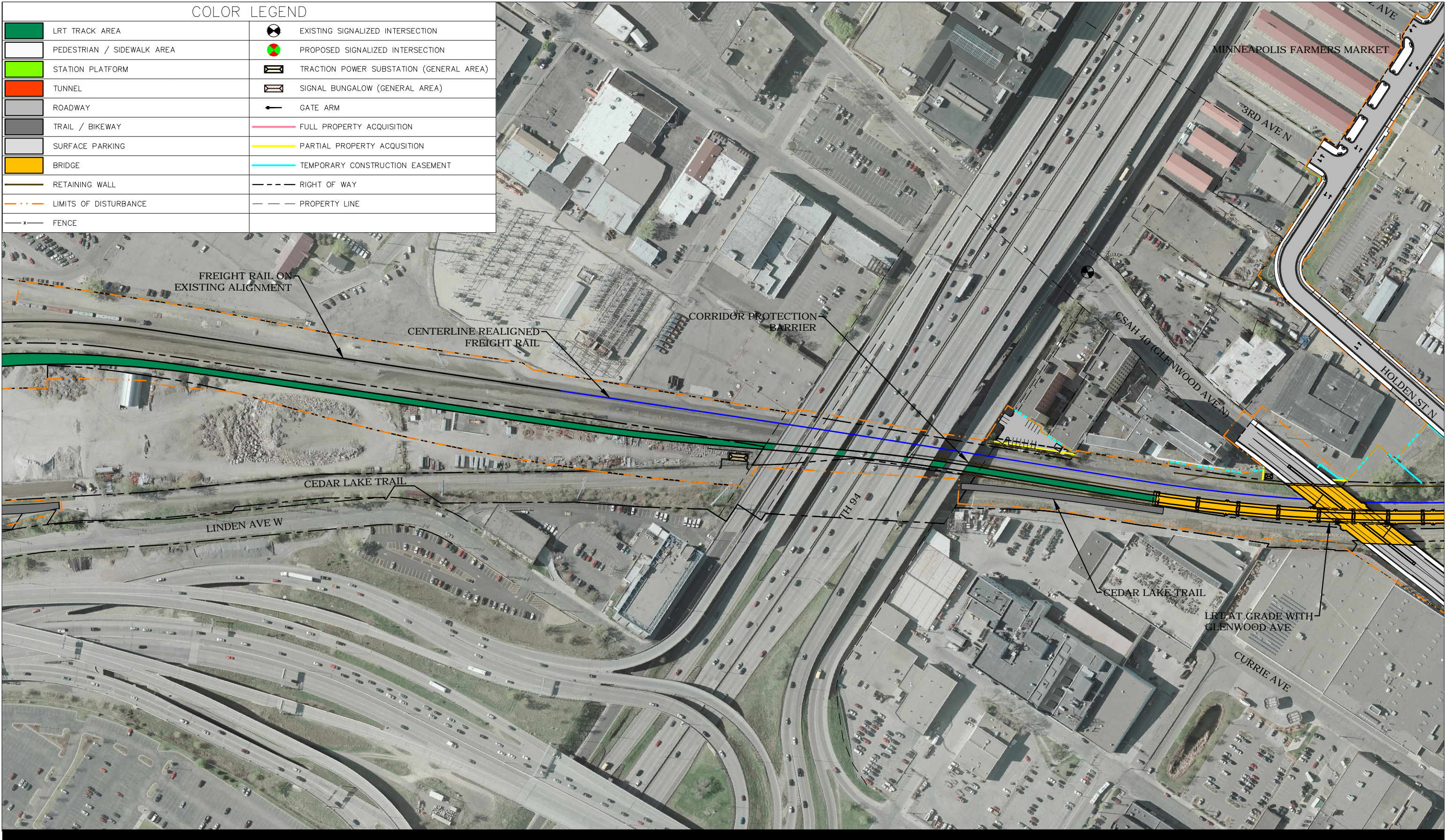
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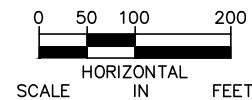
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	ROADWAY		GATE ARM
	TRAIL / BIKEWAY		FULL PROPERTY ACQUISITION
	SURFACE PARKING		PARTIAL PROPERTY ACQUISITION
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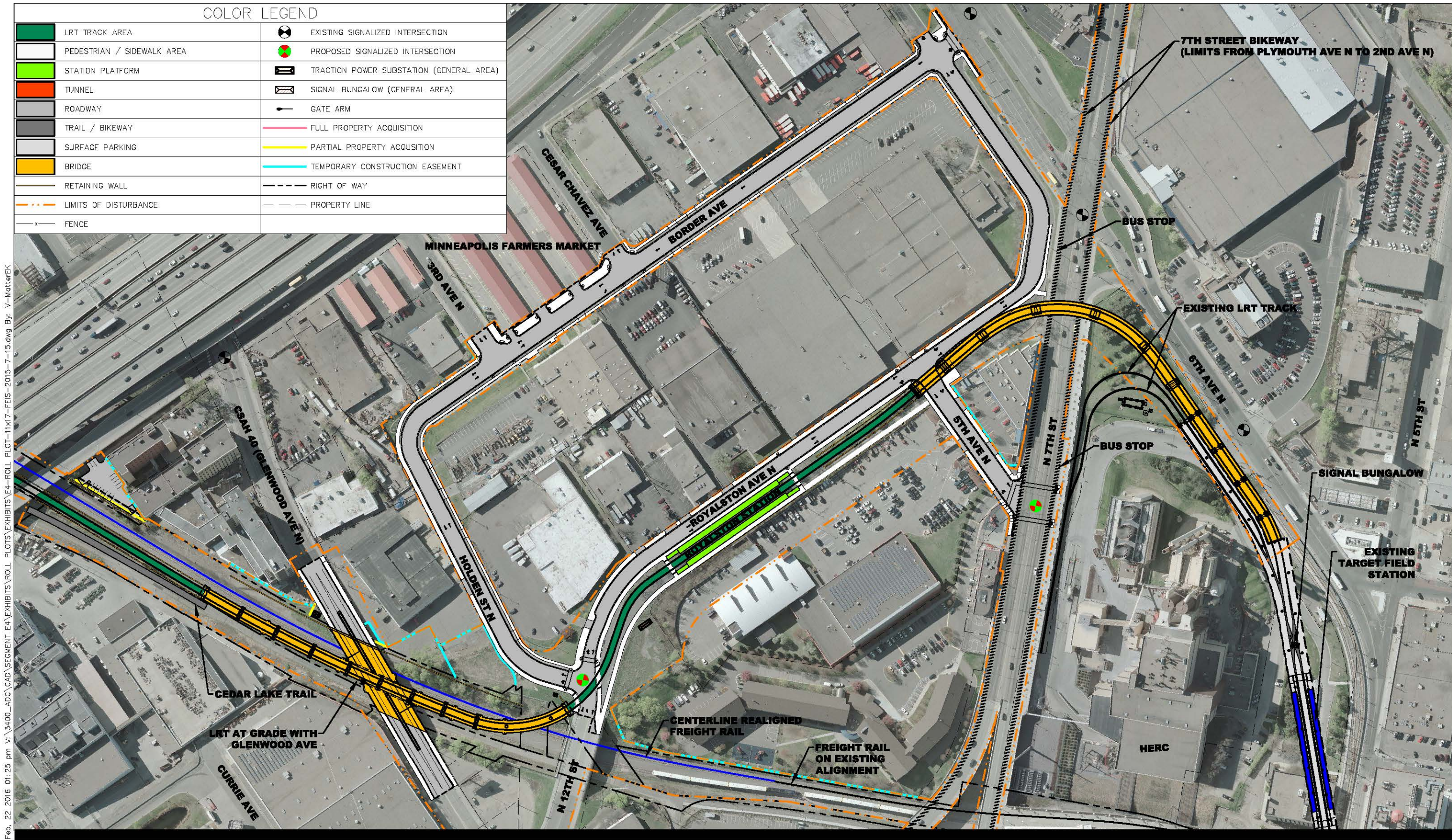
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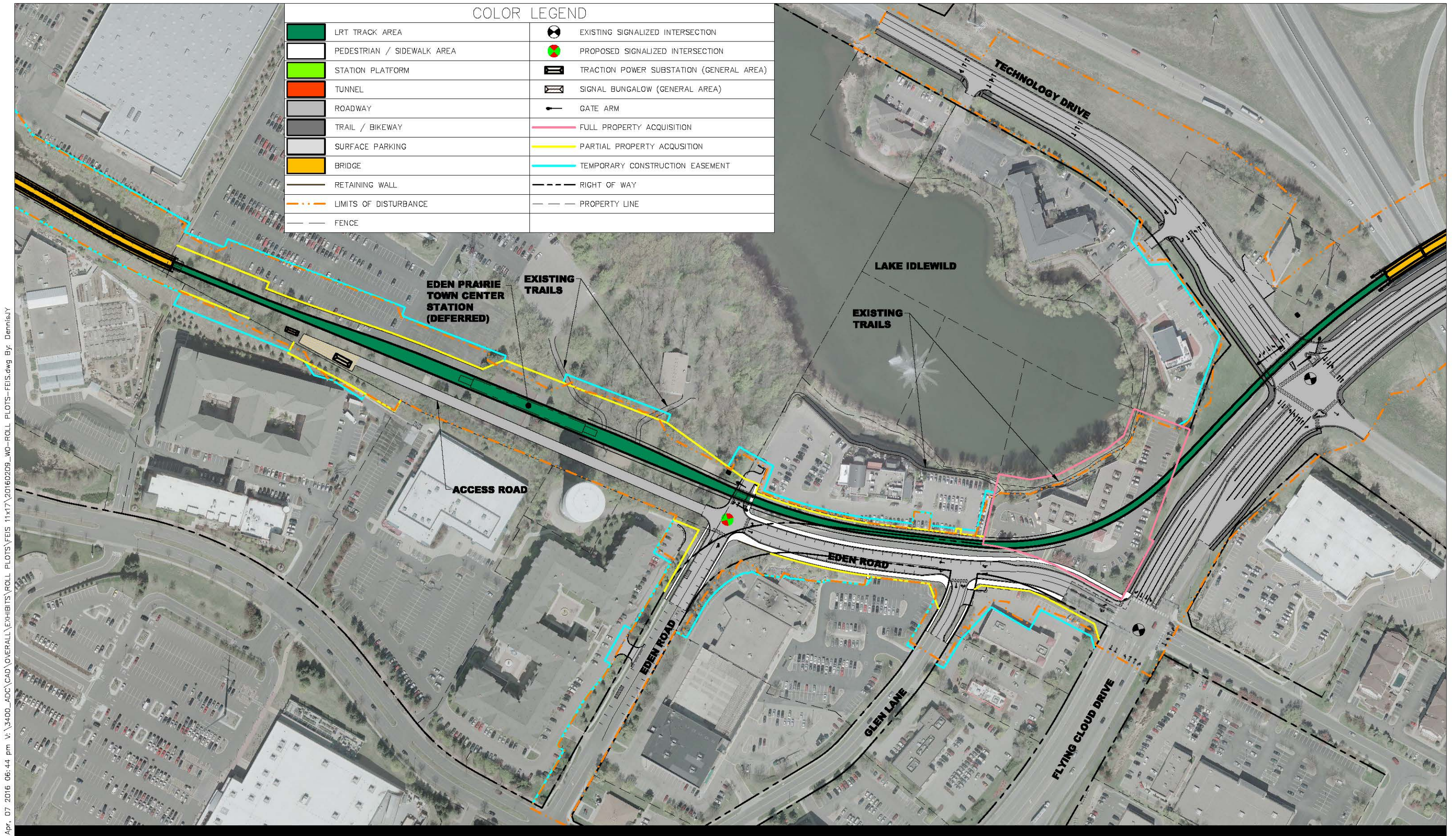
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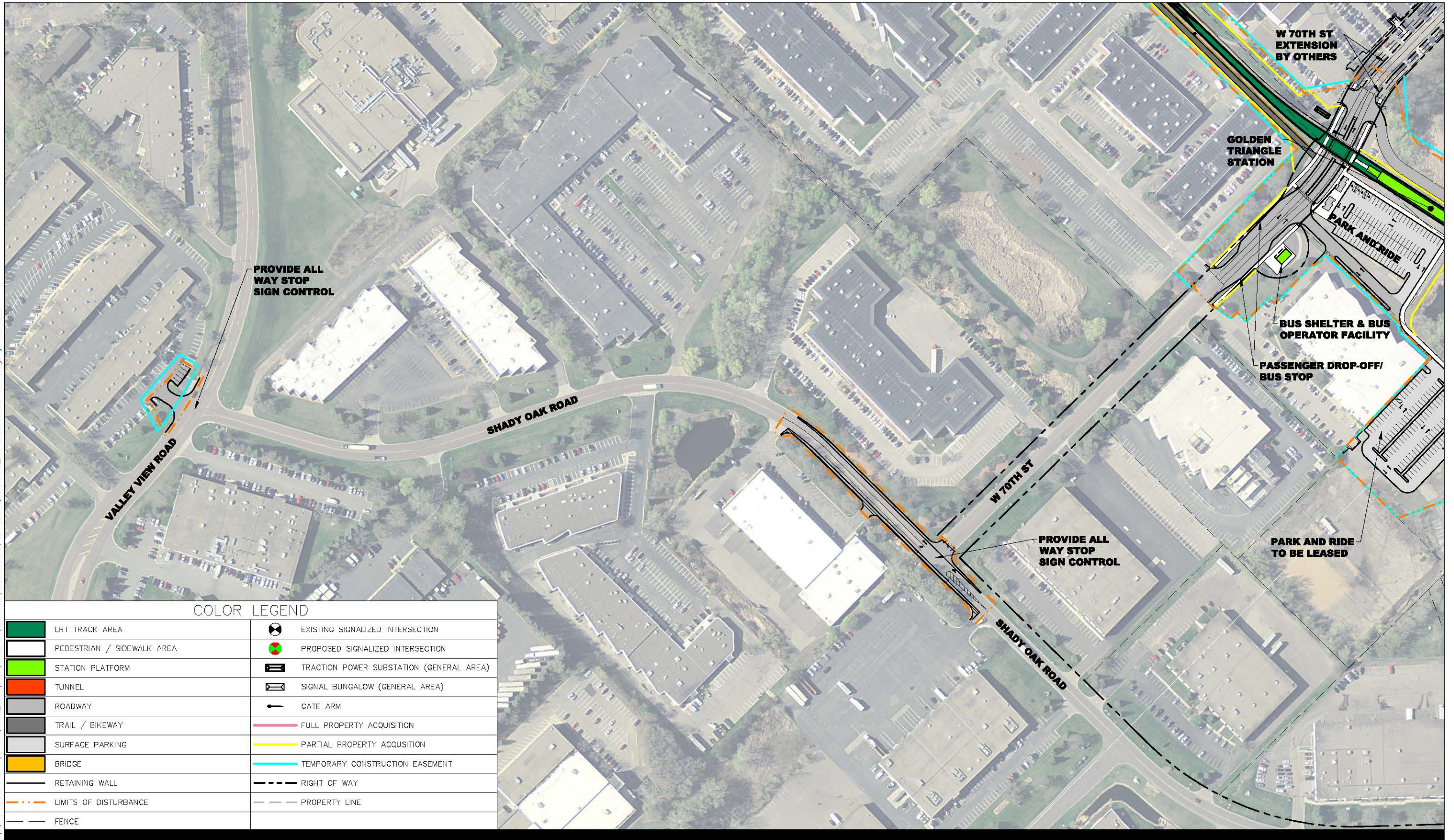
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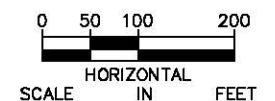
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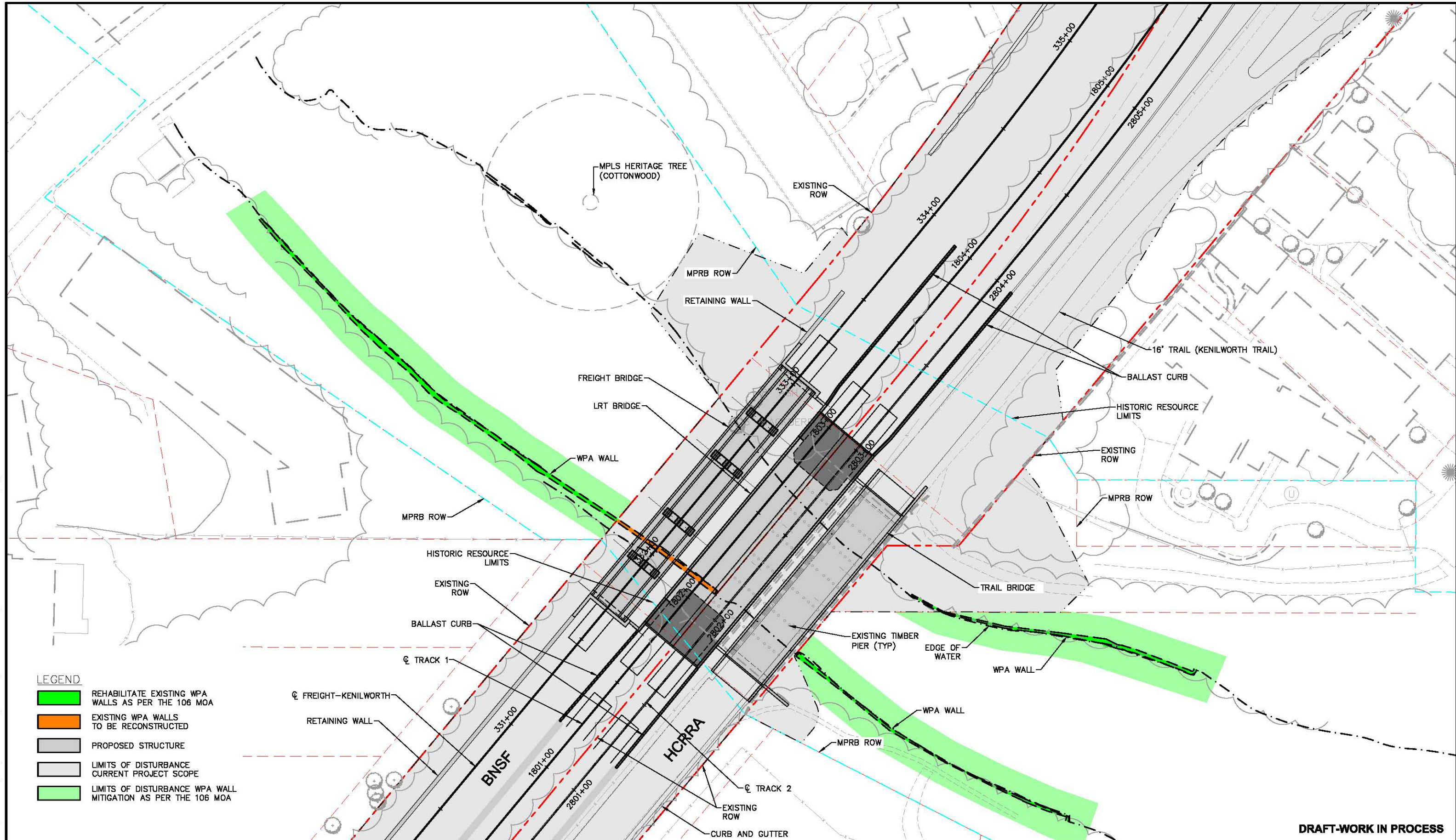
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 - EXISTING WPA WALLS TO BE RECONSTRUCTED
 - PROPOSED STRUCTURE
 - LIMITS OF DISTURBANCE CURRENT PROJECT SCOPE
 - LIMITS OF DISTURBANCE WPA WALL MITIGATION AS PER THE 106 MOA

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Appendix F
Development and Evaluation of Design Adjustments Addressed in the
Supplemental Draft EIS

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A	Southwest Transitway Alternatives Analysis Final Report, Chapter 7
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APPENDIX F

1 Development and Evaluation of Design Adjustments Addressed in the Supplemental Draft EIS

This appendix provides a description of the development and evaluation of design adjustments to LRT 3A and LRT 3A-1 that were addressed in the Southwest Light Rail Transit (LRT) Project's Supplemental Draft Environmental Impact Statement (Supplemental Draft EIS), which was published by the Federal Transit Administration (FTA) and the Metropolitan Council (Council) in May 2015. That design adjustment process and its outcome is described in Sections 2.2 and 2.3 of the Supplemental Draft EIS.

In general, the design adjustment process was initiated in January 2013 after the close of the Draft EIS public comment period and concluded in April and July 2014 with the identification by the Council of the design adjustments to be incorporated into the LPA, including light rail and related design adjustments and freight rail modifications. The LPA includes double-tracked light rail line between Minneapolis and Eden Prairie with seventeen light rail stations and an Operations and Maintenance Facility (OMF). Under the LPA, the proposed light rail alignment would run through the Golden Triangle/Opus areas, to Hennepin County Regional Railroad Authority (HCRRA) property through Hopkins and St. Louis Park, then along the Kenilworth Corridor through Minneapolis to Royalston Station and connecting to Target Field Station. Two of the five build alternatives in the Draft EIS include the LPA (LRT 3A and LRT 3A-1). The transit improvements included in LRT 3A and LRT 3A-1 are coupled with the proposed relocation or co-location of TC&W freight trains currently operating along the Bass Lake Spur and Kenilworth Corridor. LRT 3A includes the proposed relocation of TC&W trains to the MN&S Spur and Wayzata Subdivision, while LRT 3A-1 includes the continued operations of TC&W freight trains currently operating along the Bass Lake Spur and Kenilworth Corridor.

This appendix provides the following: an overview of the design adjustment process to LRT 3A and LRT 3A-1 addressed in the Supplemental Draft EIS; coordination activities that have occurred to support that design adjustment process; and a detailed review of the development and evaluation of light rail-related design adjustments and freight rail modifications addressed in the Supplemental Draft EIS in the Eden Prairie Segment, for the proposed Hopkins Operations and Maintenance Facility (OMF), and in the St. Louis Park/Minneapolis Segment, which were the focus of the Supplemental Draft EIS. This appendix includes the following sections:

- 1.0 Overview of the Design Adjustment Process
- 2.0 Coordination
- 3.0 Eden Prairie Segment
- 4.0 Potential Operations and Maintenance Facility Sites
- 5.0 St. Louis Park/Minneapolis Segment

1.1 Overview of the Design Adjustment Process

This section summarizes the process used by the Council to identify design adjustments to the LRT 3A and LRT 3A-1 addressed in the Supplemental Draft EIS. The project team developed and evaluated the design adjustments in response to comments submitted on the Draft EIS, including proposed adjustments to: accommodate local goals and objectives; improve the performance of the proposed light rail extension; reduce project costs; and avoid or minimize the project's adverse environmental impacts.

The project's ongoing engagement and communication with the affected public has been a fundamental element of planning for the Southwest LRT Project, including the design adjustment process described in this appendix. That general process and timeframe is illustrated in Exhibit F-1.

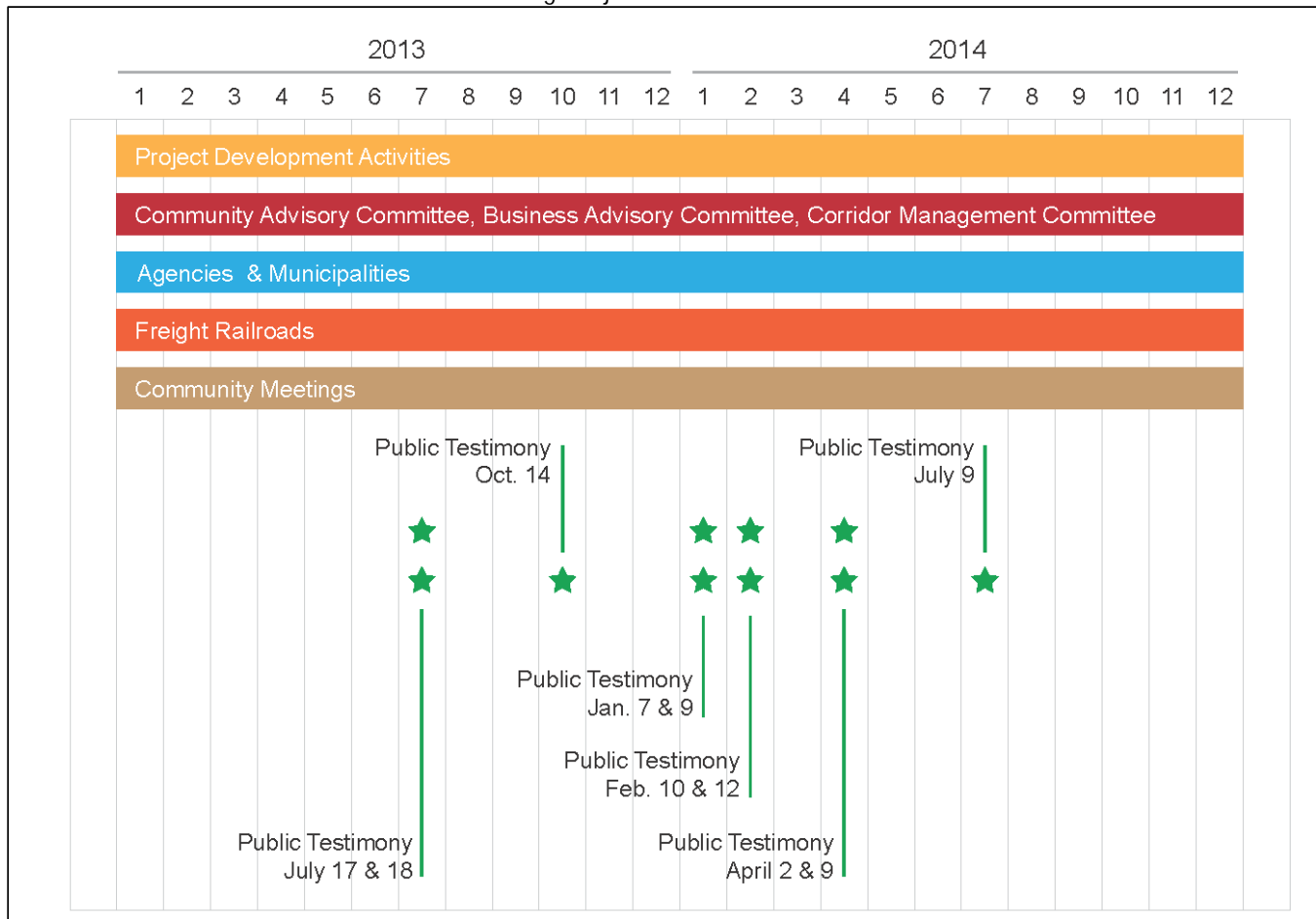
The design adjustment process implemented by the Council was supported by the project's Technical Project Advisory Committee (TPAC), which is composed of staff from the Council's Southwest LRT Project Office,

Hennepin County, MnDOT, the cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis, Three Rivers Park District, and the Council's Metro Transit Rail Operations division. Community and business representatives serve on the project's Business Advisory Committee (BAC) and Community Advisory Committee (CAC), which provide input and recommendations to the Corridor Management Committee (CMC), including design adjustments addressed in the Supplemental Draft EIS.

Starting in early 2013, the Council held approximately 20 public open houses and community meetings and provided dozens of presentations at the request of various groups throughout the project corridor. Meetings with the public have been tailored to present information and solicit feedback on specific project issues.

EXHIBIT F-1

Overview of Coordination Activities for SWLRT Design Adjustment Process



On March 31, 2014, Council staff released a draft recommendation of the design adjustments to be incorporated into the proposed project. Following receipt of public comment on those recommendations at its meeting on April 2, 2014, the CMC adopted a resolution recommending the design adjustments to be incorporated into the proposed project's scope and budget. On April 9, 2014, the Council identified the adjustments to be incorporated into the proposed project. The Council's action was based on its consideration of the technical analysis of the range of potential design adjustments to the proposed project, as summarized in Section 2.3 of the Supplemental Draft EIS. The Council also considered comments received from the public, agencies, jurisdictions, and committees within the project's public involvement and agency coordination activities starting with the close of the Draft EIS public comment period, including public testimony received at its meeting on April 9, 2014. On July 9, 2014, the CMC considered additional design adjustments within the City of Minneapolis that were proposed in a memorandum of understanding between the Council and the City of Minneapolis. The CMC endorsed the additional proposed design adjustments, which the Council subsequently approved on July 9, 2014.

1.2 Coordination

This section provides a description of coordination activities that have occurred to support the design adjustment process addressed in the Supplemental Draft EIS. These activities helped to support the development and evaluation of design adjustments to LRT 3A and LRT 3A-1 described in Sections 3.0, 4.0, and 5.0 of this appendix, related to the Eden Prairie Segment, the Hopkins OMF, and the St. Louis Park/Minneapolis Segment.

1.2.1 Eden Prairie Segment

The process used to develop and evaluate the light rail improvements described in Section 3.0 of this appendix included the following coordination activities:

- Various public involvement activities, as illustrated in Exhibit F-1. These activities spanned the entire length of the segment's design adjustment process and included the opportunity to submit comments via printed public comment cards. Opportunities to provide public testimony were also available.
- Coordination with the project's participating agencies.
- Approximately 20 project-sponsored meetings associated with the Council's technical issue resolution process described in Chapter 4 of the Supplemental Draft EIS. Those meetings included, at various times, staff and/or consultants from the Council, MnDOT, Hennepin County, the City of Eden Prairie, Riley Purgatory Bluff Creek Watershed District, and SouthWest Transit.

1.2.2 Hopkins OMF

The process used to develop and evaluate the proposed location of the OMF described in Section 4.0 of this appendix included the following coordination activities:

- Various public involvement activities, as illustrated in Exhibit F-1. These activities spanned the entire length of the segment's design adjustment process and included the opportunity to submit comments via printed public comment cards. Opportunities to provide public testimony were also available.
- Coordination with the project's participating agencies.
- Approximately 25 project-sponsored meetings associated with the Council's technical issue resolution process described in Chapter 4 of the Supplemental Draft EIS. Those meetings included, at various times, staff and/or consultants from the Council, MnDOT, Hennepin County, and the cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis.

1.2.3 St. Louis Park/Minneapolis Segment

The process used to develop and evaluate light rail improvements and freight rail modifications described in Section 3 of this appendix included the following coordination activities:

- Various public involvement activities, as illustrated in Exhibit F-1. These activities spanned the entire length of the segment's design adjustment process and included the opportunity to submit comments via printed public comment cards. Opportunities to provide public testimony were also available.
- Coordination with the project's participating agencies.
- Project-sponsored meetings associated with the Council's technical issue resolution process described in Chapter 4 of the Supplemental Draft EIS. Those meetings included, at various times, staff and/or consultants from the Metropolitan Council, MnDOT, Hennepin County, the cities of Hopkins, Minneapolis, St. Louis Park, the Three Rivers Parks District, the Minneapolis Park and Recreation Board, Xcel Energy, and TranSystems, and representatives from BNSF, CP, and TC&W freight railroads.
- Attendance of and, at times, public comment by representatives from one or more freight railroads and/or freight rail shippers at approximately 30 project-sponsored committee or public involvement meetings (as documented in Section 2.0 of this appendix, respectively) or at meetings held between project staff and consultants and freight railroad representatives.

1.3 Eden Prairie Segment

This section provides a summary of the design adjustments to the LPA in the Eden Prairie Segment that were addressed in the Supplemental Draft EIS. This section first provides background information on the light rail and related improvements in the segment that were evaluated in the Draft EIS. Second, this section provides a description of the range of design adjustments to the LPA considered by the Council within the Eden Prairie Segment and how those potential design adjustments were evaluated.

1.3.1 Background

Four of the five light rail build alternatives evaluated in the Draft EIS (LRT 3A, LRT 3A-1, LRT 3C-1, and LRT 3C-2) included common proposed light rail and related improvements in Eden Prairie. Those alternatives, shown on Exhibit 2.2-3 and described in Section 2.2.3 of this Final EIS, included the following:

- **LRT Alignment:** The light rail alignment proposed within the Draft EIS within the Eden Prairie Segment extended east from a terminus just west of Mitchell Road, staying south of Highway 212 to the Southwest Station (cohabitated with the existing SouthWest Transit Center), and continuing east along Technology Drive to the intersection of Flying Cloud Drive and I-494.
- **LRT Stations:** The Draft EIS evaluated three proposed light rail stations in the Eden Prairie Segment, from west to east: (1) Mitchell Station, west of Mitchell Road and south of Highway 212, (2) Southwest Station, within the existing SouthWest Transit Center, and (3) Eden Prairie Town Center Station, on the south side of Technology Drive between Prairie Center and Flying Cloud drives.
- **LRT Park-and-ride Lots:** The Draft EIS proposed three park-and-ride lots within Eden Prairie: 400 surface and 400 structure spaces at Mitchell Station, 400 structured spaces at Southwest Station, and 650 structured spaces at Eden Prairie Town Center Station.

During the Draft EIS public comment period, the City of Eden Prairie asked the Council to investigate the feasibility of a more centrally located and walkable Eden Prairie Town Center Station that would provide better opportunities for transit-oriented development and redevelopment. The City noted that a station within walking distance of the Eden Prairie Center (a regional shopping mall) would help meet the City's long-term economic development goals and provide higher ridership due to its proximity to concentrations of existing and future employment and commercial activity centers. For similar reasons, the City also asked the Council to evaluate a location for the Mitchell Station that would be located south along Technology Drive, somewhere between Mitchell and Wallace Roads, additionally noting that this location for a park-and-ride lot may be better positioned to intercept automobile traffic coming from the west.

1.3.2 Design Adjustments Considered in the Eden Prairie Segment

Project staff developed a wide range of design adjustments to the LPA (see Table F.3-1 and F.3-2 and Exhibit F-2) intended to address comments received by the project from the City of Eden Prairie and others on the Draft EIS, and to help avoid or minimize adverse impacts, increase transit ridership and reduce project costs, while meeting the project's Purpose and Need (see Chapter 1).

TABLE F.3-1
Eden Prairie Segment – First- and Second-Step Adjustment Descriptions

First- and Second-Step Subsegment Adjustments	
Western Terminus to Prairie Center Dr.	
Draft EIS 3A	Mitchell Station would be on the west side of Mitchell Rd. and on the north side of the Eaton property. LRT alignment would follow the south side of Highway 212 east to Southwest Station.
5A	LRT alignment would be on the north side of Technology Dr. from Wallace Road to Mitchell Rd., turning south through private property bounded by Anderson Lakes Pkwy., Mitchell Rd., and Technology Dr., crossing Purgatory Creek on structure and passing between Flagship Corporate Center and Flagship Athletic Club facilities. Station on the north side of Anderson Lakes Pkwy. Could be aligned with a north-running or a center-running alignment adjustment on Singletree Ln., crossing Prairie Center Dr. on aerial structure.
8A	LRT alignment would be on the south side of Technology Drive from Wallace Road, crossing Purgatory Creek on the south side of Technology Dr. On south side of Technology Dr. adjacent to Purgatory Creek Park to Prairie Center Dr.

First- and Second-Step Subsegment Adjustments	
12A	LRT alignment would be on the north side of Technology Dr. from Wallace Rd. to future extension of Hiawatha St. then center-running along Technology Dr. to bus driveway at Southwest Station. At Purgatory Creek, the alignment would bridge over westbound Technology Dr. and remain on structure to cross the Southwest Station area just south of Southwest Transit Station parking garage. The structure would continue over to the east side of Prairie Center Dr. and connect to 21C.
18A	Same as 20A west of Purgatory Creek, turning south at Purgatory Creek (crossing on a structure) and passing between Flagship Corporate Center and Flagship Athletic Club facilities. Could be aligned with a north-running or center-running alignment on Singletree Ln., crossing Prairie Center Dr. on structure. Includes several station options along Technology Dr.
20A	Terminus station would be at Wallace Road. LRT alignment would run at-grade along north side of Technology Drive, switching to the south side of Technology Dr. at the west driveway at Eden Prairie City Center to the bus-only driveway at Southwest Station and cross Technology Dr. at-grade to Southwest Station.
23A	LRT alignment would be located on the north side of Technology Dr., from Wallace Rd. to future extension of Hiawatha St., and would turn north through privately owned commercial property to south side of Highway 212. The alignment would run along south side of Highway 212 to Southwest Station, similar to the Draft EIS.
26A	LRT alignment would be east-side-running along Wallace Rd. from Technology Dr. to Highway 212 and would turn east to follow the Draft EIS 3A alignment along south side to Highway 212 to Southwest Station.
Prairie Center Dr. between Southwest Station and Singletree Ln.	
2A	The alignment would be west-side-running along Prairie Center Dr., with an aerial crossing of Technology Dr. and crossing Prairie Center Drive near the Flagship Corporate Center to the bluff on the east side.
Draft EIS 3A	From Southwest Station, LRT alignment would follow the south side of Highway 212 eastbound off ramp and would cross under Prairie Center Dr. to south side of Technology Dr.
8A	LRT alignment would be west-side-running on Prairie Center Dr. (west) with either an at-grade or aerial crossing at Technology Dr. and either an at-grade or aerial crossing to the center of Singletree Ln. to connect to 24A.
8A1	Center-running LRT alignment along Prairie Center Dr. and center-running along Singletree Ln. (24A), to west-side-running along Prairie Center Dr. at new signal between Singletree Ln. and Technology Dr. At-grade crossing at Technology Dr.
21C	LRT alignment would be on the east side of Prairie Center Dr. (west) with either below-grade or aerial crossing at Technology Dr. continuing to the north side of Singletree Ln. (21C) or the center of Singletree Ln. (24A).
24A	LRT alignment would have an aerial crossing of Technology Dr. out of Southwest Station area, and be center-running on Prairie Center Dr. (west).
Prairie Center Dr. to I-494	
Draft EIS 3A	LRT alignment would follow the south side of Technology Dr. crossing several private driveways. The alignment would cross diagonally to north side of Technology Dr. at eastern access to Rosemount Emerson. The alignment would follow the north side of Technology Dr. to I-494 and would cross I-494 on an aerial structure.
1B	LRT alignment would cross Flying Cloud Dr. below-grade, and continue on the south side of West 78th St. and the center of Prairie Center Dr. (east). Would include a below-grade station option on east side of Flying Cloud Dr.
2A	Known as the "Comp Plan," the alignment would run between Costco and Bachman's on the bluff and between Rosemount Emerson and Brunswick Zone along Eden Rd., and would continue north along the west side of Flying Cloud Dr.
2A1	Alignment would be center-running or be on the north side of Singletree Ln. from Prairie Center Dr. (west) to an alignment following Glen Ln. Would include a connection into west-side-running on Flying Cloud Dr. north of Eden Rd.
2B	LRT alignment would follow alignment 2A between Prairie Center Dr. (west) and Flying Cloud Dr., crossing Flying Cloud Dr. at-grade and continuing along the south side of Leona Rd. and along the west side of Prairie Center Dr. (east).
21C	LRT alignment on the north side of Singletree Ln., along west side of Flying Cloud Dr. Station on Singletree Ln. at Glen Ln.
24A	LRT alignment would be center-running along Singletree Ln. and either would cross to the north side at Eden Rd. intersection and would continue on the west side of Flying Cloud Dr. or continue across Flying Cloud Dr. to connect to 1B or 1A.
East of I-494	
Draft EIS 3A	From Technology Dr., LRT alignment would cross I-494, Flying Cloud Dr., and Viking Dr. on an aerial structure. To the north of Viking Dr., the alignment would follow the east side of Flying Cloud Dr. with at-grade crossing of Valley View Rd.
1A	From I-494, LRT alignment would run on the north side of Flying Cloud Dr. and would cross at-grade to south side at Viking Dr. Valley View Rd. crossing would be either at-grade or aerial.
1A2	From I-494, LRT alignment would run on the north side of Flying Cloud Dr. and would cross aerially at the intersection of Valley View Rd. and Flying Cloud Dr. to south side of Highway 212 entrance ramp.

First- and Second-Step Subsegment Adjustments	
1B	LRT alignment would be center-running along Prairie Center Dr. (east) and would cross Valley View Rd. at-grade at the intersection with Prairie Center Dr. (east) and Valley View Rd.
2B	LRT alignment would be on the west side Prairie Center Dr., crossing east at Viking Dr., crossing Valley View Rd. at-grade.
15A	LRT alignment would follow the I-494 ramp to eastbound Hwy 212 to the north of the Residence Inn and Hampton Inn along Hwy 212 right-of-way, crossing under the Valley View overpass of Highway 212 and beneath the ramps.

TABLE F.3-2

Eden Prairie Steps 1 and 2 Subsegments and Design Adjustments Considered

Subsegment ^a /Adjustment #	First Step	Second Step	Third Step Name (Supplemental Draft EIS Status)
Western Terminus to Prairie Center Drive			
3A	Retained	Dismissed	
12A	Dismissed		
5A	Dismissed		
20A	Retained	Retained	Technology Drive (retained)
18A	Dismissed		
8A	Dismissed		
23A	Retained	Retained	Highway 212 (dismissed)
26A	Retained	Dismissed	
Prairie Center Drive between Southwest Station and Singletree Lane			
3A	Retained	Dismissed	
24A	Retained	Retained	Singletree Lane ^b (dismissed)
21C	Dismissed		
2A	Retained	Retained	Comprehensive Plan ^b (retained)
8A	Retained	Dismissed	
8A1	Retained	Dismissed	
Prairie Center Drive to I-494			
3A	Retained	Dismissed	
2A	Retained	Retained	Comprehensive Plan ^b (retained)
21C	Dismissed		
24A	Retained	Retained	Singletree Lane ^b (dismissed)
1B	Dismissed		
2A1	Dismissed		
2B	Dismissed		
East of I-494			
3A	Retained	Dismissed	
1A	Retained	Dismissed	
1A2	Retained	Retained	Retained
1B	Dismissed		
2B	Dismissed		
15A	Dismissed		

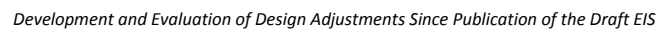
^a The Steps 1 and 2 Western Terminus to Prairie Center Drive subsegment is equivalent to the Step 3 West subsegment. The other Steps 1 and 2 subsegments are equivalent to the Step 3 East subsegment.

^b Steps 1 and 2 adjustments 2A and 24A in the Prairie Center Drive and Prairie Center Drive to I-494 subsegments were combined to form the Step 3 Comprehensive Plan and Singletree Lane alignment adjustments, respectively.

Source: The Council, January 2014. See Exhibit F-2 for an illustration of the design adjustments referenced in this table.

To meet those objectives, project staff implemented a three-step process for the Eden Prairie Segment to develop, evaluate, and receive stakeholder comment on a wide range of potential design adjustments to the LPA. Further, the stepwise process included a series of meetings with project staff, City of Eden Prairie and Hennepin County staff, and other stakeholders. The process also included presentations to and input from the TPAC, CAC, and BAC and presentations to and recommendations from the CMC (see Section 2.0 of this

Step 1 and 2 Subsegments and Design Adjustments Considered - Eden Prairie Segment



appendix for additional detail). In addition, the process included public meetings and open houses for the public to receive information and comment on the various design adjustments to the LPA under consideration. The results of the analysis within this three-step process, along with the committee recommendations and public comments received, informed the Council in April 2014 to identify the adjustments to this segment of the LPA that are evaluated further in the Supplemental Draft EIS.

1.3.2.1 First-Step Evaluation

In the first step of evaluating the alignment adjustment process, project staff developed, reviewed, and discussed a wide range of potential adjustments to the LPA with affected jurisdictions and the TPAC. The first step of evaluation divided the Eden Prairie Segment into four general subsegments, with each having between six and eight potential light rail alignment-related adjustments developed and evaluated (see Exhibit F-2 and Tables F.3-1 and F.3-2):¹

- The western terminus to Prairie Center Drive (with eight potential adjustments)
- Prairie Center Drive between Southwest Station and Singletree Lane (with six potential adjustments)
- Prairie Center Drive to I-494 (with seven potential adjustments)
- East of I-494 (with six potential adjustments)

This range of design adjustments included consideration of an OMF site in part on the City of Eden Prairie's existing maintenance facility garage site, which is located along Technology Drive west of Mitchell Road. Some configurations of potential adjustments would have combined the OMF site in Eden Prairie with the Mitchell Station and park-and-ride lot.

During the first step of evaluation, the potential alignment adjustments were analyzed for possible impacts to right-of-way, automobile and truck traffic, on- and off-street parking supply, and wetlands and other environmental resources. This initial analysis focused on adjustments to the proposed light rail alignment, station locations, and park-and-ride lots. As a result of the first step of analysis, between three and five alignment adjustments within each subsegment advanced into the second step of the evaluation. Table F.3-3 provides a summary of the measures used to evaluate the potential first step of adjustments to the LPA. Table F.3-3 also notes which design adjustments were advanced into the second step for additional evaluation.

TABLE F.3-3
Eden Prairie Alignment Adjustment – First-Step Evaluation²

Subsegment	Status	Measures
Western Terminus to Prairie Center Dr.		
Draft EIS 3A	Retained	<ul style="list-style-type: none"> • EIS/LPA alignment carried into second-step evaluation without assessment in the first-step evaluation
5A	Dismissed	<ul style="list-style-type: none"> • Parking: Property owner south of Technology Dr. not supportive of station on their property or shared parking • Environmental: Environmental impacts and potential Section 4(f) impacts across Purgatory Creek • Station: Would eliminate Southwest Station and replace it with a station on the north side of Anderson Lakes Pkwy just east of Mitchell Road, away from a major activity center.
8A	Dismissed	<ul style="list-style-type: none"> • Right-of-Way: Access impacts along Technology Dr. • Traffic: Impacts at the Prairie Center Dr./Technology Dr. intersection, and undesirable track geometry • Environmental: Environmental impacts and potential Section 4(f) impacts across Purgatory Creek pond, Impacts on Purgatory Creek Recreational Area park • Station: Precluded having Southwest Station and moved the station to the west on Technology Dr.

¹ Some potential design adjustments spanned two or more subsegments, while others were confined to one subsegment. The proposed light rail alignment and stations for the LPA as evaluated in LRT 3A and LRT 3A-1 of the Draft EIS were included and evaluated within each of the four subsegments and are accounted for within the number of adjustments in each subsegment.

² Throughout this appendix, “dismissed” means that a design adjustment was removed from further study at that time; “retained” means that a design adjustment was advanced into the next step of analysis for further study. Source for all tables is (Council, 2013/14), unless noted.

Subsegment	Status	Measures
12A	Dismissed	<ul style="list-style-type: none"> • Right-of-Way: <ul style="list-style-type: none"> — Property impacts on Southwest Station businesses and Southwest condos; disrupts functionality of the area — Required roadway widening on both sides of Technology Dr. — Deep excavation for removal and replacement of engineered fill (up to 45 feet) — Numerous utility relocations — Access impacts on Southwest Station condominiums • Environmental: Visual impacts on Southwest Station condominiums and Purgatory Creek Park due to elevated LRT alignment in Southwest Station area
18A	Dismissed	<ul style="list-style-type: none"> • Right-of-Way: Requires closing the Bachman's/Watertown Apartments shared driveway • Environmental: impacts and potential Section 4(f) impacts across Purgatory Creek • Station: <ul style="list-style-type: none"> — Moves Southwest Station west on Technology Dr. — Property owner south of Technology Dr. not supportive of station on their property or shared parking — St. Andrews Church not supportive of a station and park-and-ride facility near its building
20A	Retained	<ul style="list-style-type: none"> • Right-of-Way: Fewer access impacts on Southwest Station condominiums than 12A • Traffic: Less roadway reconstruction along Technology Dr. than center-running (12A) • Environmental: Less visual impact on Southwest Station condominiums than 12A due to being at-grade through most of the Southwest Station area
23A	Retained	<ul style="list-style-type: none"> • Station: Achieves City desire for station with improved access to Hwy 212 west based on Draft EIS alignment
26A	Retained	<ul style="list-style-type: none"> • Right-of-Way: <ul style="list-style-type: none"> — Impacted property owner prefers this option over 23A — Requires removal of one building on private property • Station: Achieves City desire for station with improved access to Hwy 212 west based on Draft EIS alignment
Prairie Center Dr. between Southwest Station and Singletree Ln.		
Draft EIS 3A	Retained	<ul style="list-style-type: none"> • EIS/LPA alignment carried into second-step evaluation without assessment in the first-step evaluation
2A	Retained	<ul style="list-style-type: none"> • Traffic: Minimum traffic impacts
8A	Retained	<ul style="list-style-type: none"> • Traffic: Potential routing option to get to the west side of Prairie Center Dr. and to limit need for grade-separated crossing
8A1	Retained	<ul style="list-style-type: none"> • Traffic: Potential routing option to get to the west side of Prairie Center Dr. and to limit need for grade-separated crossing
21C	Dismissed	<ul style="list-style-type: none"> • Right-of-Way: Property impacts related to driveway impacts on the north side of Prairie Center Dr. • Traffic: <ul style="list-style-type: none"> — Undesirable intersection and track configuration connecting to center-running on Singletree Ln. — Traffic impacts and LRT signal delay at the Prairie Center Dr./Technology Dr. intersection
24A	Retained	<ul style="list-style-type: none"> • Traffic: Minimum traffic impacts • Other: Requires partial reconstruction of Prairie Center Dr. (west)
Prairie Center Dr. to I-494		
Draft EIS 3A	Retained	<ul style="list-style-type: none"> • EIS/LPA alignment carried into second-step evaluation without assessment in the first-step evaluation
1B	Dismissed	<ul style="list-style-type: none"> • Right-of-Way: Property impacts • Traffic: <ul style="list-style-type: none"> — Substantially higher LRT signal delays due to traffic and traffic signals on Prairie Center Dr. (east) — Traffic impacts along Prairie Center Dr. • Station: <ul style="list-style-type: none"> — Below-grade station — Eden Prairie Center owner not supportive of station on its property and sharing parking
2A	Retained	<ul style="list-style-type: none"> • Traffic: Minimum traffic impacts • Other: Alignment as shown in City of Eden Prairie's adopted Comprehensive Plan
2A1	Dismissed	<ul style="list-style-type: none"> • Right-of-Way: <ul style="list-style-type: none"> — Glen Lane-only access for businesses along Flying Cloud Dr. — Insufficient right-of-way on Glen Lane for LRT, roadway, and pedestrian facilities • Station: Limits station location options to just in front of Brunswick

Subsegment	Status	Measures
2B	Dismissed	<ul style="list-style-type: none"> • Right-of-Way: Property impacts • Traffic: <ul style="list-style-type: none"> — Substantially higher LRT signal delays from traffic and signals on Flying Cloud/Prairie Center Dr. — Impacts on traffic crossing Flying Cloud Dr. and along Prairie Center Dr.
21C	Dismissed	<ul style="list-style-type: none"> • Right-of-Way: Access questions raised by Bachman's can be mitigated with full access from Prairie Center Dr. (west), but access concerns of the shared access with Watertown Apartments cannot be mitigated • Other: <ul style="list-style-type: none"> — Maintains existing cross section of Singletree Ln. compared to 24A — Less compatible with Eden Prairie's City Center walkability goals
24A	Retained	<ul style="list-style-type: none"> • Other: <ul style="list-style-type: none"> — More compatible with City's walkability goals than 21C; reduced cross section for Singletree Ln. — Requires realignment of Glen Lane
East of I-494		
Draft EIS 3A	Retained	<ul style="list-style-type: none"> • EIS/LPA alignment carried into second-step evaluation without assessment in the first-step evaluation
1A	Retained	<ul style="list-style-type: none"> • Traffic: North side of Flying Cloud Dr. has fewer impacts on utilities and traffic • Other: More favorable crossing of I-494 than Draft EIS alignment (shorter bridge)
1A2	Retained	<ul style="list-style-type: none"> • Traffic: <ul style="list-style-type: none"> — North side of Flying Cloud Dr. has fewer impacts on utilities and traffic — Fewer traffic impacts than 1A — Fewer LRT signal delays than 1A • Other: More favorable crossing of I-494 than Draft EIS alignment (shorter bridge)
1B	Dismissed	<ul style="list-style-type: none"> • Right-of-Way: Property impacts • Traffic: <ul style="list-style-type: none"> — Substantially higher LRT signal delays due to traffic and traffic signals on Prairie Center Dr. (east) — Traffic impacts along Prairie Center Dr. • Environmental: Vibration impact concerns at Fox 9 Television
2B	Dismissed	<ul style="list-style-type: none"> • Right-of-Way: Property impacts • Traffic: <ul style="list-style-type: none"> — Substantially higher LRT signal delays due to traffic and traffic signals on Prairie Center Dr. (east) — Traffic impacts along Prairie Center Dr. • Other: Need to lengthen the existing I-494 bridges over Prairie Center Dr. (east)
15A	Dismissed	<ul style="list-style-type: none"> • Traffic: Traffic impacts on the Valley View Rd. and Hwy 212 interchange during construction • Other: <ul style="list-style-type: none"> — Need to lengthen the existing Valley View Rd. Bridge — Extensive retaining walls needed along Highway 212

1.3.2.2 Second-Step Evaluation

The second step of evaluating alignment adjustments in the Eden Prairie Segment included an in-depth traffic investigation, an assessment of property acquisitions and on- and off-street parking displacements, and input from local businesses and the public. Based on the second step of analysis and evaluation, the project team identified four proposed alignment adjustments in the Eden Prairie Segment to be further considered in the third step of evaluation. Table F.3-4 provides a summary of the measures used to evaluate the potential second-step adjustments to the LPA. Table F.3-4 also notes the four design adjustments that were advanced into the third step for additional evaluation.

1.3.2.3 Third-Step Evaluation

For the third-step evaluation, the Eden Prairie Segment was divided into two subsegments that were different than the subsegments used in the first two steps: West (west of the existing SouthWest Transit Center) and East (east of the existing SouthWest Transit Center) (see Exhibit F-3). Two potential alignment adjustments were evaluated in each of the two subsegments. Either West alignment could be paired with either East adjustment (resulting in four possible combinations): Technology Drive and Highway 212 alignment adjustments in the West subsegment and the Singletree Lane and Comprehensive Plan alignments

in the East subsegment, shown on Exhibit F-3. Each alignment adjustment had two or more variations, addressing possible station locations, roadway treatments, park-and-ride lot locations, and accommodation of an OMF. None of the third-step alignment adjustments were evaluated in the Draft EIS, although the proposed location of the Southwest Station would be in a similar location as proposed in the Draft EIS and in the third-step evaluation of design adjustments. The third-step evaluation addressed a range of measures related to cost, transit travel times and ridership, wetland, floodplain, existing land use near proposed station areas, and various other measures (see Table F.3-5).

TABLE F.3-4
Eden Prairie Alignment Adjustment – Second-Step Evaluation

Subsegment	Status	Measures
Western Terminus to Prairie Center Dr.		
Draft EIS 3A	Dismissed	<ul style="list-style-type: none"> • Environmental: Noise, vibration, and visual concerns at Southwest Station condominiums • Right-of-Way: Impacts on private property (right-of-way acquisition) • Traffic: Mitchell Station difficult to access from west where most park-and-ride (P&R) trips would originate • Other: Modifications required to the Highway 5/212 ramps at Mitchell Rd. • Local Input: 20A preferred by stakeholders through committee process
20A	Retained	<ul style="list-style-type: none"> • Environmental: <ul style="list-style-type: none"> — Fewer impacts on Southwest Station condos (noise, vibration, right-of-way) than 23A/26A — Potential floodplain concerns • Local Input: Achieves City of Eden Prairie desire for a station with improved access to Highway 212 west • Traffic: LRT travel times and ridership not substantially different from other alternative segments
23A	Retained	<ul style="list-style-type: none"> • Environmental: • Noise, vibration, and visual concerns to Southwest Station condominiums • Right-of-Way: Impacts on private property (bisects Eaton Property) • Other Modifications required to the Highway 5/212 ramps at Mitchell Rd. • Local Input: 20A preferred by stakeholders through committee process
26A	Dismissed	<ul style="list-style-type: none"> • Local Input: Achieves City desire for centralized station with improved access to Highway 212 west • Right-of-Way: Requires removal of one building on private property
Prairie Center Dr. Between Southwest Station and Singletree Ln.		
Draft EIS 3A	Dismissed	<ul style="list-style-type: none"> • Local Input: <ul style="list-style-type: none"> — Located beyond the core of the Eden Prairie City Center area — Does not adequately serve City-identified areas of potential growth • Other: <ul style="list-style-type: none"> — Limited transit-oriented development opportunities — Generates least number of LRT-projected riders — Limited pedestrian connectivity to Eden Prairie Center — Conflicts with power transmission lines — Substantial construction impacts due to tunnel construction
2A	Retained	<ul style="list-style-type: none"> • Traffic: Minimal traffic impacts • Other: LRT travel times and ridership not substantially different from other alternative segments • Right-of-Way: Fewer property and roadway impacts than 24A • Local Input: 2A preferred by stakeholders and public through committee process
8A	Dismissed	<ul style="list-style-type: none"> • Traffic: Traffic/LRT delay crossing Singletree Ln./Prairie Center Dr. intersection at-grade • Other: Dismissed in favor of center-running on Prairie Center Dr. (8A1) • Right-of-Way: Driveway impacts on Flagship Athletic Club
8A1	Dismissed	<ul style="list-style-type: none"> • Other: Requires partial reconstruction of Prairie Center Dr. (west) • Traffic: Substantial traffic impacts on Prairie Center Dr. at Singletree Ln. and Technology Dr.
24A	Retained	<ul style="list-style-type: none"> • Traffic: More temporary/construction traffic impacts than 2A; reconstruction of Prairie Center Dr. • Right-of-Way: More property impacts than 2A • Other: Below-grade separation at Technology Dr., concerns about high groundwater level • Local Input: 2A preferred by stakeholders and public through committee process
Prairie Center Dr. to I-494		
Draft EIS 3A	Dismissed	<ul style="list-style-type: none"> • Local Input: <ul style="list-style-type: none"> — Located beyond the core of the Eden Prairie City Center area — Does not adequately serve City-identified areas of potential growth • Other: <ul style="list-style-type: none"> — Limited transit-oriented development opportunities

Subsegment	Status	Measures
		<ul style="list-style-type: none"> — Generates least number of LRT projected riders — Limited pedestrian connectivity to Eden Prairie Center — Conflicts with power transmission lines — Construction impacts due to tunnel construction
2A	Retained	<ul style="list-style-type: none"> • Traffic: Minimum traffic impacts • Right-of-Way: Fewer property and roadway impacts than 24A • Other: <ul style="list-style-type: none"> — Compatible with Eden Prairie's City Center walkability goals — LRT travel times and ridership not substantially different from other alternative segments • Local Input: 2A preferred by stakeholders and public through committee process
24A	Retained	<ul style="list-style-type: none"> • Local Input: <ul style="list-style-type: none"> — More compatible with Eden Prairie's City Center walkability goals than 2A but requires a reduced cross section of Singletree Ln. — 2A preferred by stakeholders and public through committee process • Right-of-Way: <ul style="list-style-type: none"> — Access concerns to businesses during construction — Requires higher number of property impacts than 2A • Other: Requires reconstruction of Singletree Ln.
Draft EIS 3A	Dismissed	<ul style="list-style-type: none"> • Environment: <ul style="list-style-type: none"> — Substantial structure over I-494 and Flying Cloud Dr. — Aerial structure has high visual impact on businesses — Conflicts with power transmission lines • Traffic: <ul style="list-style-type: none"> — More traffic impacts at Valley View Rd. than 1A2 • More LRT signal delay at Valley View Rd. than 1A2
1A	Dismissed	<ul style="list-style-type: none"> • Traffic: <ul style="list-style-type: none"> — More traffic impacts than 1A2 — More LRT signal delay than 1A2 • Environment: Aerial structure has high visual impact on businesses
1A2	Retained	<ul style="list-style-type: none"> • Traffic: <ul style="list-style-type: none"> — Fewer traffic impacts than 1A — Fewer LRT signal delay than 1A • Other: <ul style="list-style-type: none"> — Aerial structure has fewer visual impacts — LRT ridership not substantially different from other alternative segments • Environment: Noise and vibration concerns to existing businesses (Residence Inn and other hotels)

1.3.2.4 Conclusion

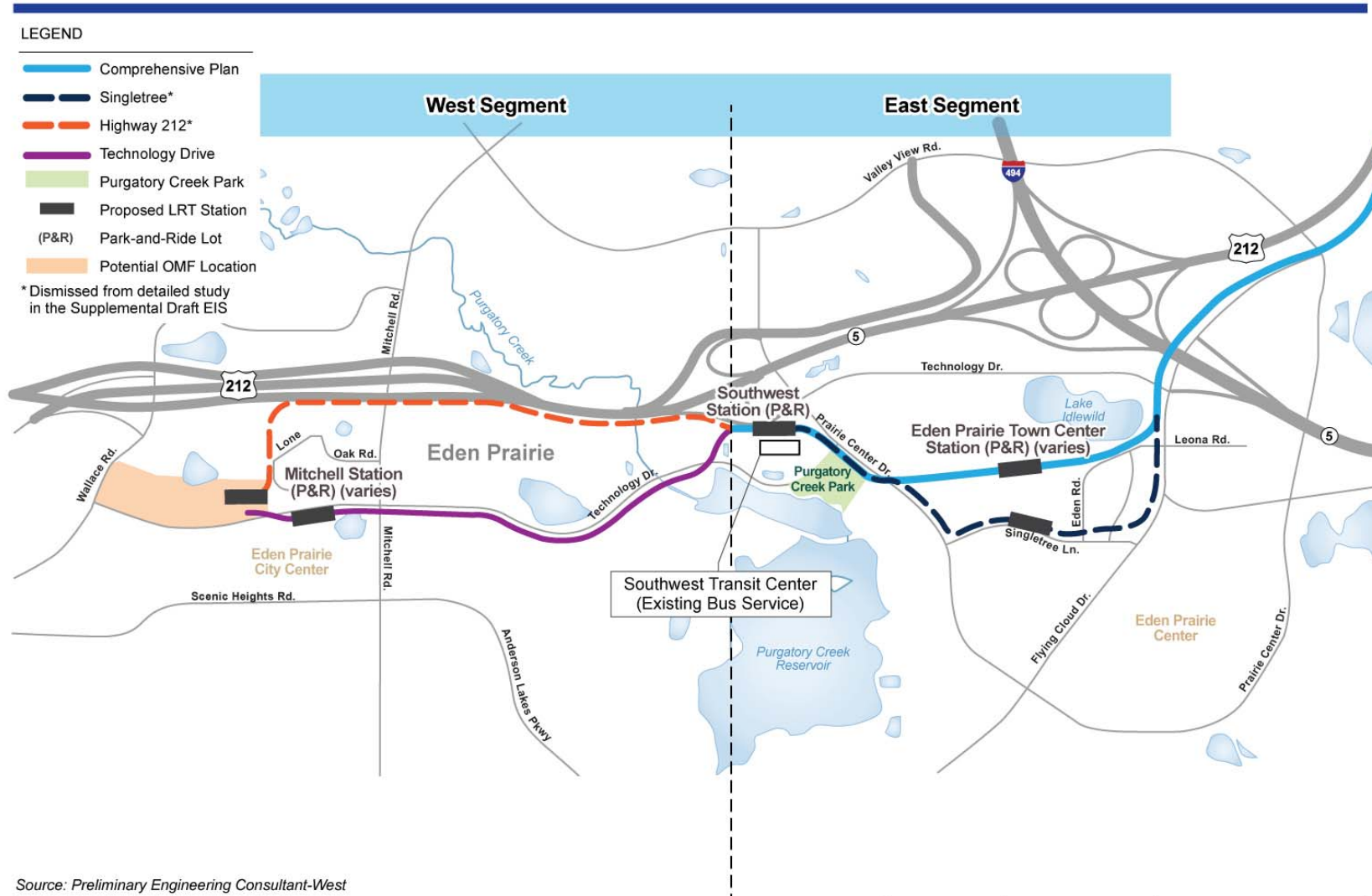
Table F.3-5 provides a summary of the criteria and measures used to evaluate the potential third step of adjustments to the LPA. Based on the analysis documented in this appendix and through the agency coordination and public involvement process described in this appendix, in April 2014 the Council identified the following adjustments to be incorporated into the LPA:

- Combined with both the Comprehensive Plan and Singletree Lane alignments. Retaining the Technology Drive alignment in the West subsegment, which moves the western terminus station from immediately south of Highway 212 west of Mitchell Road to immediately south of Technology Drive west of Mitchell Road
- Retain the Comprehensive Plan alignment adjustment in the East subsegment and dismissing the Singletree Lane alignment adjustment

In summary, in the West subsegment, the Technology Drive alignment would provide better placement of the Mitchell Station relative to existing and planned development. In the East subsegment, relative to the Singletree alignment, the Comprehensive Plan alignment adjustment would result in fewer potential traffic conflicts and fewer property acquisitions and business displacements.

EXHIBIT F-3

Third Step LRT Alignment Adjustments Evaluated in the Supplemental Draft EIS - Eden Prairie Segment



Source: Preliminary Engineering Consultant-West

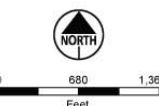

	<p style="text-align: center;">Southwest LRT Final EIS Third Step LRT Alignment Adjustments Evaluated in the Supplemental Draft EIS Eden Prairie Segment</p>	<p style="text-align: center;">Exhibit F-3</p>		
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TABLE F.3-5

Eden Prairie Alignment Adjustment – Third-Step Evaluation

Criteria/Measures	Draft EIS ^a	OPTION 1	OPTION 2	OPTION 3	OPTION 4
	Draft EIS LPA - Mitchell Rd. Station Terminal	Technology Dr./ Singletree Ln.	Highway 212/ Singletree Ln.	Technology Dr./ Comprehensive Plan	Highway 212/ Comprehensive Plan
Alignment Description ^b	Draft EIS 3A	20A-24A-1A2	23A-24A-1A2	20A-2A-1A2	23A-2A-1A2
Western Terminus Station	Mitchell Rd.	Wallace Rd.	Wallace Rd.	Mitchell Road at City Center ^c	Wallace Rd.
Capital Cost and Key Capital Cost Drivers					
Capital Cost (millions) ^d	\$234.9	\$276.8	\$274.9	\$270.4	\$286.4
Total Park and Ride Spaces in Segment	1,450 structured 400 surface	950 structured 160 surface	950 structured 160 surface	1380 structured 160 surface	950 structured 160 surface
Mitchell Station	800 spaces (400 structured 400 surface)	950 structured	950 structured	900 structured	950 structured
Southwest Station	1,325 structured ^a (924 existing) (400 ramp)	924 structured (existing; bus + LRT); assumes sharing of existing ramp by SouthWest Transit and Southwest LRT	924 structured (existing; bus + LRT); assumes sharing of existing ramp by SouthWest Transit and Southwest LRT	480 new structured; 440 for LRT demand and 40 to replace existing impacted spaces	924 structured (existing; bus + LRT); assumes sharing of existing ramp by SouthWest Transit and Southwest LRT
Eden Prairie Town Center Station	650 structured	160 surface	160 surface	160 surface	160 surface
Right-of-way Impacts ^e	1 full 13 partial	2 full 28 partial	2 full 27 partial	2 full 20 partial	2 full 21 partial
Substantial Utility Impacts	Overhead high-voltage utilities near Town Center Station (east-west and north-south direction); immediately adjacent to Eden Prairie water treatment plant	None	Immediately adjacent to Eden Prairie water treatment plant	Water mains, sewer and gas mains run parallel to, beneath, or cross alignment	Immediately adjacent to Eden Prairie water treatment plant
Transit Travel Time Differences					
Number of Signalized Intersections LRT Runs Through (existing and new)	3	11	9	7	6
Change in LRT Travel Time from Draft EIS LPA (minutes) ^f	0.0	4.9 minutes	4.8 minutes	3.4 minutes	3.8 minutes
LRT Length (miles) - from 1,000 Feet East of Valley View	2.6 miles	3.3 miles	3.5 miles	2.8 miles	3.3 miles
Transit Ridership Differences					
Change in Daily Ridership (2030) from Draft EIS LPA	0	410	410	410	410
Change in Transit Dependent Riders (Year 2030) from Draft EIS LPA	0	90	90	90	90

Criteria/Measures	Draft EIS ^a	OPTION 1	OPTION 2	OPTION 3	OPTION 4
	Draft EIS LPA - Mitchell Rd. Station Terminal	Technology Dr./ Singletree Ln.	Highway 212/ Singletree Ln.	Technology Dr./ Comprehensive Plan	Highway 212/ Comprehensive Plan
Environmental Considerations					
Potential Wetland Impacts ^g	+0.7 acres	+2.2 acres	+0.7 acres	+2.2 acres	+0.7 acres
Potential FEMA Floodplain Impacts	0 cubic yards	60 – 2000 cubic yards	0 cubic yards	60 – 2000 cubic yards	0 cubic yards
Other Factors					
Construction Impacts	PCD/Technology Dr. intersection/tunnel, Technology Dr. businesses	Singletree Ln. businesses, Flying Cloud Dr.	Singletree Ln. businesses, Flying Cloud Dr.	Eden Rd. businesses, Flying Cloud Dr.	Eden Rd. businesses, Flying Cloud Dr.
Traffic Impacts (Year 2030) (Unmitigated)	Flying Cloud Dr./Valley View	Technology Dr./ Flying Cloud Dr.	Technology Dr./ Flying Cloud Dr.	Technology Dr./ Flying Cloud Dr.	Technology Dr./ Flying Cloud Dr.
Intersections at Level of Service E/F due to LRT (without mitigation)		Mitchell Rd./ Technology Dr.	Mitchell/Highway 5 ramps	Mitchell Rd./ Technology Dr.	Mitchell Rd./ Technology Dr. Mitchell/Highway 5 ramps
Walkability at Eden Prairie City Center Station	Poor	Very Good	Very Good	Good	Good
Existing Land Use – Within 0.5 Mile of Eden Prairie City Center Station					
Population	697	1467	1,467	1,350	1,350
Housing Units	474	887	887	841	841
Employment	4,422	7,551	7,551	6,195	6,195
Existing Land Use – Within 0.5 Mile of Mitchell Station					
Population	279	606	606	606	606
Housing Units	132	221	221	221	221
Employment	2,442	2,124	2,124	2,124	2,124
Status	Dismissed	Dismissed	Dismissed	Retained	Dismissed

^a Dismissed from further study in the second step; characteristics are provided for comparison only.

^b Options represent combinations of light rail alignments and stations illustrated on Exhibit F-2.

^c Also evaluated with a Wallace Road terminus.

^d Capital costs are expressed in year-of-expenditure dollars and include allocated and unallocated contingencies and design costs.

^e Does not include displacements due to improvements to Mitchell Road.

^f The traffic analysis in the Draft EIS was based on proposed light rail preemption at traffic signals, which would result in no delay for light rail vehicles, but that could lead to unacceptable levels of service at some local roadway intersections preempted by light rail. In the current analysis, the LRT delay will vary by treatment at each affected intersection.

^g Based on initial assessment, refined at a later date.

The LPA, as evaluated in the Supplemental Draft EIS, reflects the inclusion of the project's western terminus at Mitchell Station by way of Technology Drive and the Comprehensive Plan alignment (see Exhibit F-3). Other potential design adjustments developed and evaluated in this section were removed from further study.

1.4 Potential Operations and Maintenance Facility Sites

This section provides a summary of the range of potential OMF sites that were addressed in the Supplemental Draft EIS. This section first provides background information on OMF sites that were addressed for the Draft EIS and provides a description of the wide range of OMF sites considered after the Draft EIS and how those potential OMF sites were evaluated. The *Draft Operations and Maintenance Facility*

Site Selection TI # 23 (AECOM/Kimley-Horn and Associates, 2013) provides additional detail on the evaluation of OMF sites that occurred following the Draft EIS.

1.4.1 Background

As noted in the Draft EIS, the light rail alternatives would need an OMF for light vehicle maintenance, running repairs for the light rail vehicles, and storage of vehicles not in service. In general, light rail vehicles would be cleaned and repaired daily inside and outside and the vehicles would be inspected and serviced to ensure operational safety and reliability. Features and functions needed at the OMF are identified in Section 2.3.3.9 of the Draft EIS. The OMF would be designed and configured to store 30 light rail vehicles, sufficient to support Southwest LRT operations through 2030. Positioning an OMF in an efficient location along the proposed rail line is important in minimizing nonrevenue mileage traveled by trains, providing operator access, and providing for adjustments to train lengths during different periods of the day.

The following OMF site characteristics were used in the Draft EIS evaluation (see Appendix H of the Draft EIS):

- Approximately 10- to 15-acre site to store at least 30 light rail vehicles through 2030, with the ability to expand to accommodate up to 36 vehicles, and to conduct maintenance activities
- Rectangular shape, generally three times longer than wide
- Ability to move trains into and out of both ends of the facility
- Adjacent to a straight and relatively flat section (a grade equal to or less than 1 percent) of mainline track to accommodate turnouts and crossovers
- Good roadway access for equipment and employees

In addition, the Draft EIS identified the following preferred characteristics of an OMF:

- Compatibility with adjacent current and planned land uses
- Land zoned industrial, light industrial, or both
- Undeveloped property to minimize acquisition and relocation costs
- Public land
- Preferred location near one end of line to minimize deadheading of empty vehicles

The Draft EIS identified 14 sites that satisfied the project's requirements for an OMF. Of those 14 sites, four were carried forward into the Draft EIS for more detailed study. Appendix H (Part 1) of the Draft EIS summarizes the evaluation of the 14 OMF sites and the identification of four sites for inclusion in the Draft EIS. Section 2.3.3.9 of the Draft EIS contains brief descriptions of the four sites evaluated; these sites are numbered west to east in the Supplemental Draft EIS: EP-1, EP-2, EP-3, and M-4. The locations of these four potential sites are illustrated on Exhibit F-4. The Draft EIS did not identify a preferred OMF site.

1.4.2 Operations and Maintenance Facility Sites Considered after Publication of the Draft Environmental Impact Statement

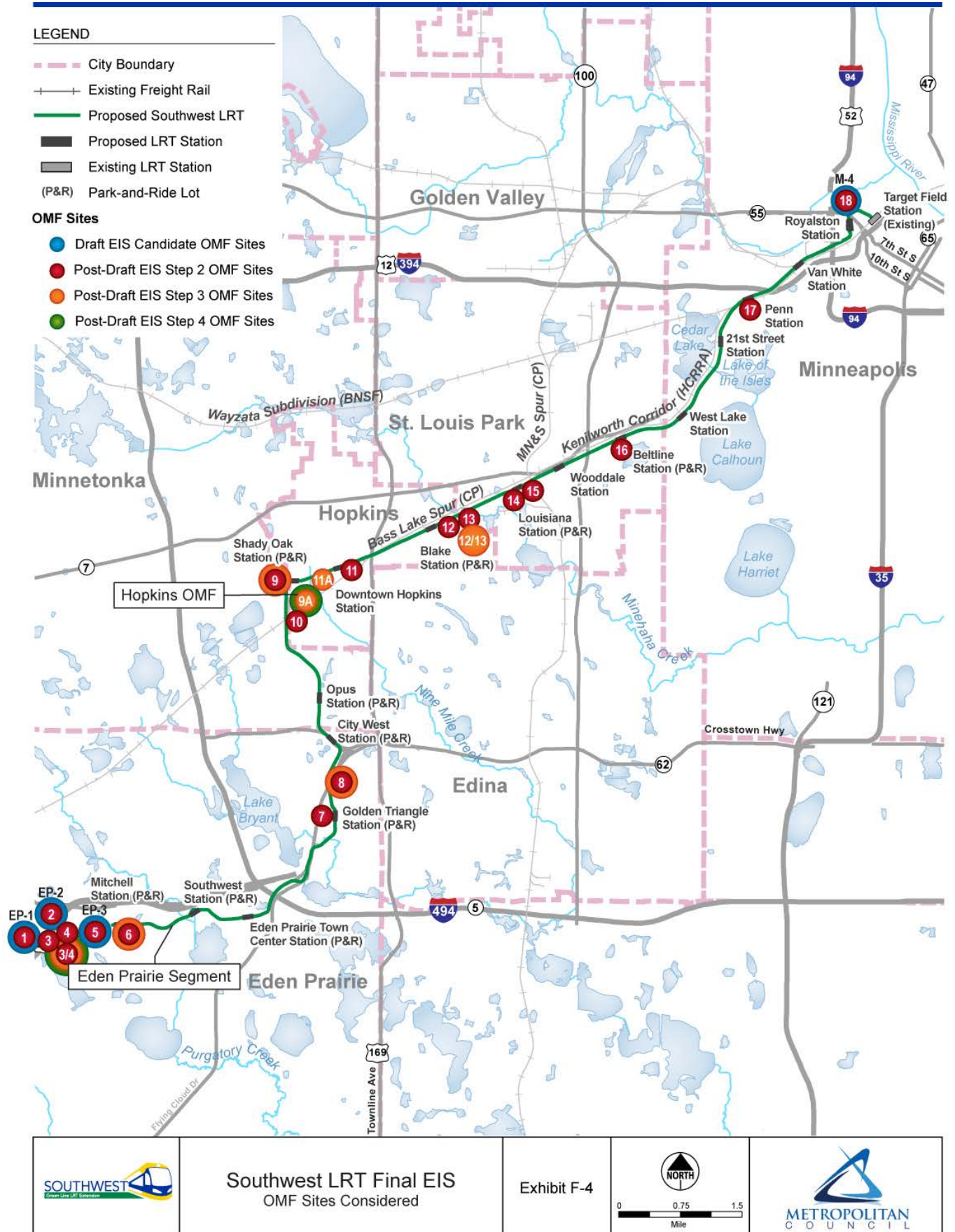
Following publication of the Draft EIS, the Council determined that selecting the proposed project's OMF site—one that accommodates its functional and spatial needs and is compatible with surrounding uses—would require additional site identification and evaluation to build upon and complement the studies conducted during the Draft EIS phase.

The project team used a four-step process to identify and evaluate the expanded range of OMF sites. The process entailed the following steps of development and evaluation:

- **First-Step Evaluation.** A preliminary site evaluation, narrowing potential sites from approximately 30 to 18.
- **Second-Step Evaluation.** A detailed assessment based on 13 criteria, narrowing from 18 to seven OMF sites.

EXHIBIT F-4

OMF Sites Considered



- **Third-Step Evaluation.** An operational analysis and public and jurisdiction review and input, narrowing from seven to two sites.
- **Fourth-Step Evaluation.** A detailed assessment and public and jurisdictional review of two sites.

Throughout the OMF development and evaluation process, the project team coordinated with the project's business, community, and technical committees and with the general public to obtain a wide range of stakeholder views on the OMF sites (see Section 2.0 of this appendix for additional detail). Exhibit F-4 illustrates the potential OMF sites evaluated through this four-step process.

1.4.2.1 First-Step Evaluation

As the first step in expanding upon the OMF site search conducted for the Draft EIS, the project team conducted a preliminary site identification process. Within that process, project staff reviewed aerial photographs to understand land use patterns, parcels, the physical context, and potential environmental concerns for parcels adjacent to the proposed light rail alignments. This desktop analysis was followed by field surveys to examine candidate locations based upon parcel proximity to the proposed light rail alignment and available parcel size. As a result of this analysis, the project team identified approximately 30 first-step sites that warranted more detailed review and evaluation, including the four sites evaluated in the Draft EIS.

Concurrent with the preliminary site identification process, the project team worked with Metro Transit rail operations staff to develop a Space Needs Program for the OMFs. The Space Needs Program, which established the approximate size of the OMF building needed to accommodate its major functions (rail operations, materials management, rail maintenance, and facilities maintenance), served as the foundation for the project team to develop the initial site selection criteria. The criteria used during the first-step evaluation were similar to those used for the Draft EIS, as follows:

- Site of 10 to 15 acres
- Regular geometric parcel shape and flat
- Efficient light rail train movement to and from the site
- Good roadway access to the site
- Compatible with adjacent land use

The first step of evaluation resulted in identification of 18 candidate sites to be developed and evaluated further in the second step, which included portions of the sites studied in the Draft EIS. The first-step sites are numbered sequentially west to east, as sites 1 to 18, and their general locations are illustrated on Exhibit F-4. Site EP-1 became site 1; a portion of EP-2 is included in site 2; a portion of EP-3 became site 5; and M-4 became site 18. The measures used to evaluate the first-step OMF sites are summarized in Table F.4-1. The process used to identify the 18 sites and the evaluation criteria were shared with the TPAC, CAC, BAC, CMC, and Metro Transit operations and maintenance staff for their review and input.

TABLE F.4-1
Operations and Maintenance Facility Site Selection – First-Step Evaluation Criteria

Category	Criteria
Site Size	Site needed to have 10 to 15 acres available for development
Site Shape and Terrain	Site needed to have a regular geometric shape (rectangular) and relatively flat terrain
Connection to LRT Alignment	Site had to provide efficient light rail train movement to/from the OMF site to LRT alignment
Local Roadway Access	Site had to have access to the local roadway network
Land Use Compatibility	Site had to be compatible with adjacent land use

1.4.2.2 Second-Step Evaluation

To further evaluate the 18 second-step candidate sites, more detailed evaluation criteria were developed addressing four operational characteristics and nine site characteristics, listed in Table F.4-2. As part of the second step of evaluation, the project team visited each site; reviewed community comprehensive plans,

zoning codes, and county property records; and obtained information about onsite soils and subsurface conditions. Based on this research, the project team and Metro Transit staff used the criteria to qualitatively rate the second-step candidate sites. The evaluation of the sites was reviewed with corridor jurisdictions through the TPAC, CAC, BAC, and CMC.

TABLE F.4-2

Operations and Maintenance Facility Site Selection – Second-Step Evaluation

Table Key: E = Excellent VG = Very Good G = Good M = Marginal U = Unacceptable OMF Site #	Screening Criteria													Status	
	Operational Characteristics				Site Characteristics										
	Site Configuration	Alignment Proximity/Connectivity	Alignment Location	Site Access	Neighborhood Compatibility	TOD/Economic Development Impact	Zoning/Land Use	Site and Facilities Cost	Real Estate Acquisition	Relocation Cost	Environmental Impact	Cultural Resources	Stormwater Management		
1 Eden Prairie – Hwy 212 ROW	G	U	M	G	E	VG	G	U	VG	E	G	E	M	Dismissed	
2 Eden Prairie – Wallace Rd	G	VG	M	VG	M	G	U	G	M	U	E	E	E	Dismissed	
3 Eden Prairie – City Garage W	E	E	G	E	VG	VG	E	VG	G	G	E	E	VG	Retained ^a	
4 Eden Prairie – City Garage E	E	E	G	E	VG	VG	E	VG	VG	VG	M	E	G	Retained ^a	
5 Eden Prairie – Mitchell West	M	VG	G	M	G	VG	E	M	G	VG	M	E	M	Dismissed	
6 Eden Prairie – Mitchell East	E	E	G	E	G	M	VG	VG	G	E	G	E	E	Retained	
7 Eden Prairie – Flying Cloud/West 70th St	E	E	G	E	VG	VG	G	G	M	M	M	E	VG	Dismissed	
8 Eden Prairie – Shady Oak/West 70th St	E	E	VG	E	E	VG	VG	VG	G	VG	VG	E	E	Retained	
9 Minnetonka – K-Tel	E	E	E	E	E	G	VG	VG	VG	G	VG	E	E	Retained	
9A Minnetonka – K-Tel East	VG	VG	E	VG	E	G	E	G	VG	G	VG	E	E	Retained	
10 Hopkins – 7th St	E	VG	E	VG	VG	E	M	M	M	E	M	E	E	Dismissed	
11 Hopkins – 11th Ave	G	E	E	E	VG	M	G	G	G	G	VG	E	E	Dismissed	
11A Hopkins – K-Tel at 11th Ave	E	E	E	E	E	G	E	M	VG	G	E	VG	VG	Retained	
12 Hopkins – Excelsior West	E	E	VG	E	VG	VG	VG	VG	VG	G	VG	E	E	Retained ^a	
13 Hopkins/St. Louis Park –Excelsior East	E	VG	VG	E	E	E	VG	VG	VG	G	VG	E	E	Retained ^a	
14 St. Louis Park – Louisiana West	VG	VG	VG	E	E	M	VG	VG	G	G	G	E	VG	Dismissed	
15 St. Louis Park – Louisiana East	VG	G	VG	E	E	M	VG	VG	G	G	VG	E	VG	Dismissed	
16 St. Louis Park – Beltline	U	U	G	E	E	U	VG	VG	VG	G	E	E	VG	Dismissed	
17 Minneapolis – Penn	E	G	M	U	M	M	M	VG	E	E	U	M	E	Dismissed	
18 Minneapolis –5th St North	U	U	M	E	VG	U	M	VG	VG	VG	M	M	G	Dismissed	

^a Combined in third-step evaluation.

Acronym: TOD = transit-oriented development.

Initially, the 18 second-step sites were narrowed to seven sites based on the 13 criteria and evaluation measures included in Table F.4-2. Members of the project team met with staff from the Cities of Eden Prairie, Minnetonka, Hopkins, and St. Louis Park to discuss the OMF evaluation process and the seven most highly rated sites.

In April 2013, the seven OMF sites were presented to TPAC, which includes the staff from cities along the proposed light rail alignment. TPAC representatives from Hopkins and Minnetonka requested the project team evaluate two additional OMF sites that were not previously evaluated: 9A and 11A, both in Hopkins,

bringing the number of OMF sites under consideration to nine. The project team evaluated the two sites proposed using the criteria outlined in Table F.4-3, and both sites ranked as high as the seven other remaining sites. Based upon more detailed analysis, the project team then combined sites 3 and 4, as well as sites 12 and 13, to better meet OMF spatial requirements and to provide more area for buffering at the edges of the site, bringing the number of sites back to seven.

1.4.2.3 Third-Step Evaluation

The project team prepared conceptual layout plans for each of the seven third-step OMF sites listed in Table F.4-3. The conceptual plans also examined the relationship to adjacent edges, setbacks, environmentally sensitive areas, and remnant space within the OMF site available for redevelopment. The project team presented the seven OMF sites at three public open houses on May 13 (Eden Prairie), May 15 (St. Louis Park), and May 22, 2013 (Hopkins/Minnetonka).

Within the third step of evaluation, the project team analyzed the operational performance of the seven remaining OMF sites in greater detail based on conceptual site layouts, compliance with current land use planning and zoning, preliminary costing, and a preliminary assessment of potential environmental impacts. Based on the evaluation of the seven third-step sites (Table F.4-3) and on public and committee input discussed in Section 2.0 of this appendix, the project team identified OMF sites 3/4 (Eden Prairie) and 9A (Hopkins) for further detailed consideration. In summary, these two potential OMF sites had the least conflict with either existing or adjacent land uses and planned development. A few sites were eliminated due to environmental factors, limitations in operations, and higher costs of construction elements. Still other sites posed potential conflict with transit-oriented development due to existing land uses adjacent to proposed light rail stations.

1.4.2.4 Fourth-Step Evaluation

The project's fourth step of evaluation of potential OMF sites focused on two potential sites: Site 3/4 in Eden Prairie and Site 9A in Hopkins (see Table F.4-4).

A. Eden Prairie Site 3/4

The Eden Prairie 3/4 site is an approximately 20-acre parcel between Technology Drive on the south, Highway 5 on the north, Mitchell Road on the east, and Wallace Road to the west (see Exhibit F-5). Wallace Road and Mitchell Road would provide regional access from Highway 5. The proposed OMF site would be comprised of four parcels. On the east half of the site, a large wetland abuts a building owned by the Eaton Corporation. The west half of the site includes the city's maintenance facility, and the northeast quadrant at the intersection of Wallace Road and Technology is leased by Metro Machine & Engineering. The project team considered three conceptual site layouts for the Eden Prairie OMF, because two light rail alignment adjustments and three different access possibilities were also under consideration in the Eden Prairie Segment. Exhibits F-5 to F-7 illustrate the three conceptual site layouts for the Eden Prairie OMF.

B. Hopkins Site 9A

The Hopkins 9A site is an approximately 15-acre parcel between the CP Railroad on the south, 5th Street South (K-Tel Drive) on the north, 15th Avenue South on the east, and the proposed LRT mainline on the west (see Exhibit F-4). Sixteenth Avenue South runs through the middle of the site and connects to 15th Avenue South via 6th Street South. Regional access would be provided by 5th Street, 11th Avenue, Excelsior Boulevard to the north, and Highway 169 to the east. Two small constructed ponds and surrounding wetlands are located at the south end of the site adjacent to the railroad. The Hopkins OMF site would be located about 1,000 feet south of the proposed Shady Oak Station and closely adjacent to the proposed light rail alignment, about midway between downtown Minneapolis and Eden Prairie.

The OMF 9A site would be comprised from eight parcels: one undeveloped lot and seven properties with office/warehouse uses or light manufacturing and assembly. Development on parcels adjacent to the Hopkins site includes office/industrial to the north, the Hopkins landfill south of the CP tracks, office/industrial/distribution to the east across 15th Avenue, and industrial/distribution to the west beyond the proposed LRT mainline.

TABLE F.4-3

Operations and Maintenance Facility Site Selection – Third-Step Evaluation

OMF Site #	Screening Criteria									Status	Rationale
	Operational Characteristics								Cost Comparison (millions)		
	Site Configuration	Alignment Proximity/Connectivity			Alignment Location		Site Access				
		Length of Lead Tracks (feet)	Lead Tracks At-Grade	Lead Track Redundancy	Distance from Center of Mainline (miles)	Distance from Downtown Minneapolis (miles)	Roadway Access	Walking Distance to Station (miles)			
3/4 Eden Prairie City Garage	Compatible with OMF	500	Yes	Possible	7.5	15.0	Local	0.25	\$25 – \$30m greater	Retained	<ul style="list-style-type: none">Consistent with land use/zoningNo City objections to conditions, dependent on public worksOpportunity to include station and park-and-ride facilities on one site
6 Eden Prairie Mitchell East	Compatible with OMF	0	Yes	Yes	6.5	14.0	Local	0.33	\$25 – \$30m greater	Dismissed	<ul style="list-style-type: none">Site dependent upon Eden Prairie LRT mainline alignmentOperator relief access is poor or not favorable due to distance to stationWetland impactsNot consistent with City and property owner development plans
8 Eden Prairie Shady Oak/ West 70th St.	Compatible with OMF	500	Bridge Required	No	3.5	11.0	State	0.5	\$45 – \$50m greater	Dismissed	<ul style="list-style-type: none">Not consistent with City’s redevelopment plansOperator relief access is poor or not favorable due to distance from stationRequire substantial lead track/structure
9 Minnetonka K-Tel	Compatible with OMF	500	Yes	Possible	1.0	8.5	Local	0.25	\$50 – \$55m greater	Dismissed	<ul style="list-style-type: none">Requires sewer interceptor relocationResidential use west of Shady Oak Rd.Sensitive medical assembly facility to south
9A Hopkins K-Tel East	Compatible with OMF	0	Yes	Possible	1.0	8.5	Local	0.25	\$35 – \$40m greater	Retained	<ul style="list-style-type: none">Consistent with land use and zoningOperator relief access/station proximity favorableFreight rail and LRT alignment buffer along property bordersRedevelopment potential of remnant area
11A Hopkins 11th Ave. West	Compatible with OMF	0	Yes	Possible	0.5	8.0	Local	0.25	\$40 – \$45m greater	Dismissed	<ul style="list-style-type: none">Nine Mile Creek crosses the siteKnown site contaminationPotential development impact on Shady Oak Station area

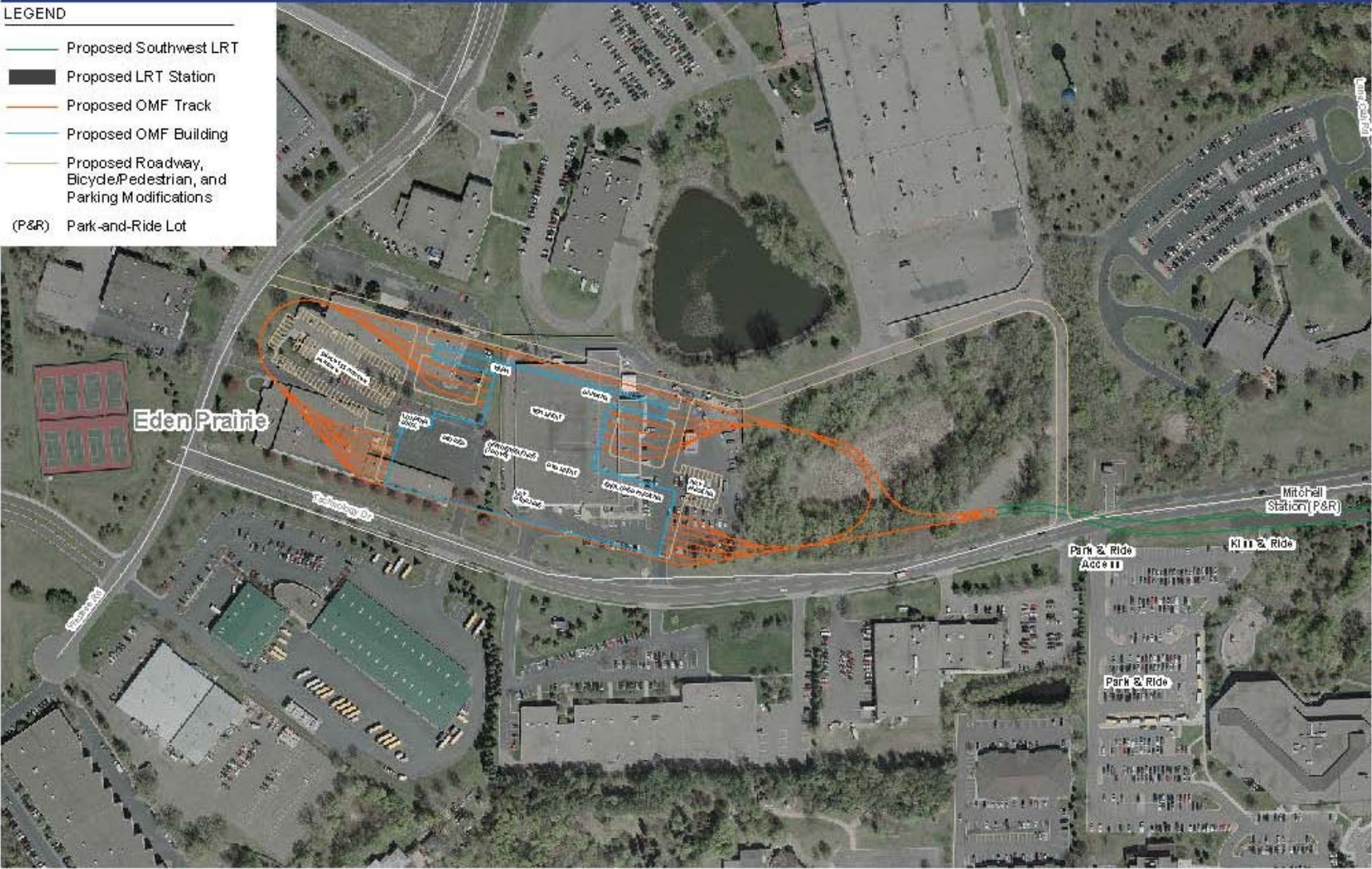
OMF Site #	Screening Criteria									Status	Rationale
	Operational Characteristics								Cost Comparison (millions)		
	Site Configuration	Alignment Proximity/Connectivity			Alignment Location		Site Access				
		Length of Lead Tracks (feet)	Lead Tracks At-Grade	Lead Track Redundancy	Distance from Center of Mainline (miles)	Distance from Downtown Minneapolis (miles)	Roadway Access	Walking Distance to Station (miles)			
12/13 Hopkins/ St. Louis Park Excelsior	Compatible with OMF	0	Yes	Yes	1.5	7.0	Local	0.33	\$45 – \$50m greater	Dismissed	<ul style="list-style-type: none">• Environmental justice concerns• Neighborhood opposition• Multifamily residential to the west/south• Not consistent with land use guidance and City’s redevelopment goals

TABLE F.4-4

Operations and Maintenance Facility Site Selection – Fourth-Step Evaluation

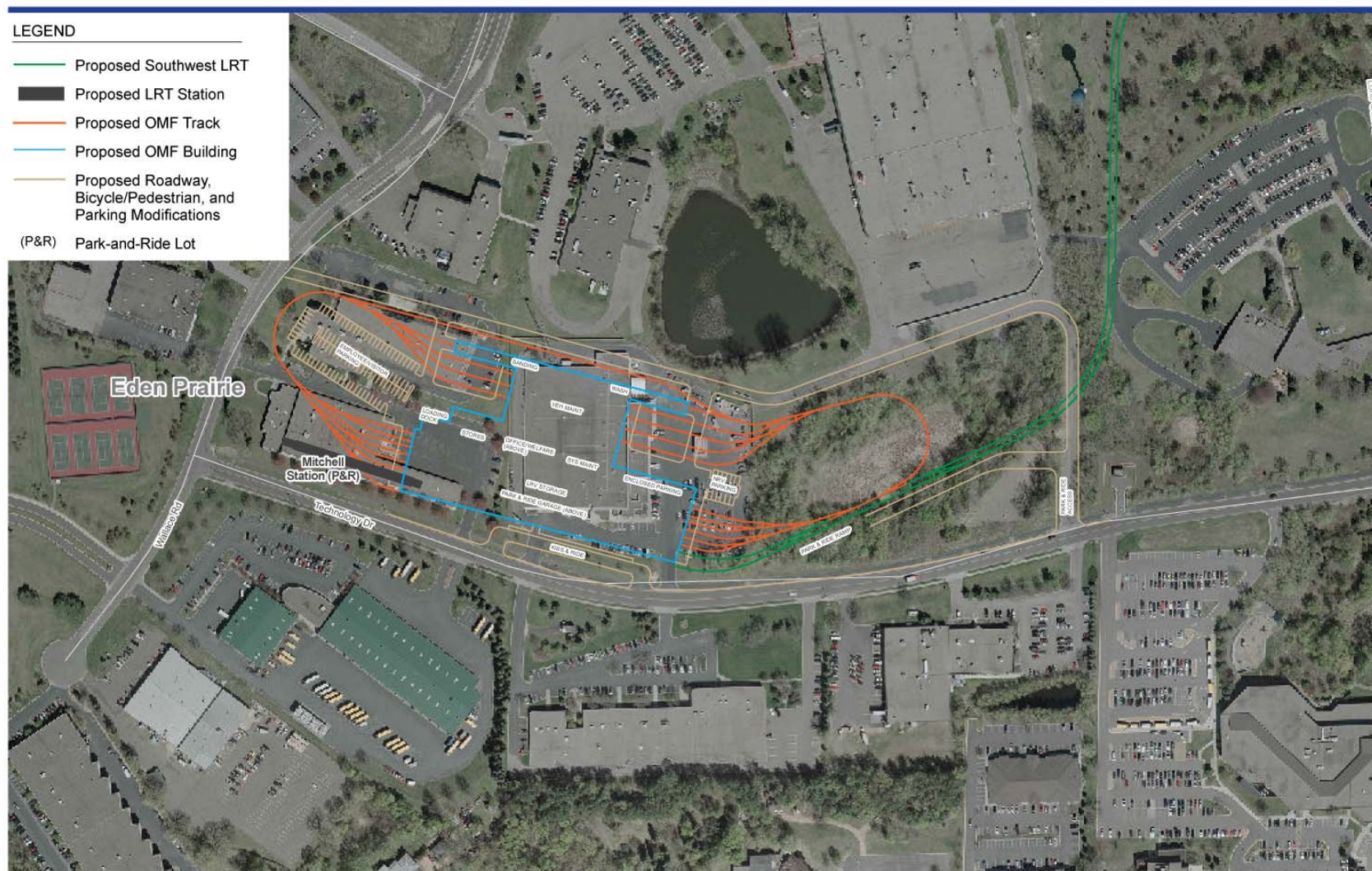
OMF Site #	Screening Criteria		Rationale	Status
	Strengths	Weaknesses		
3/4 Eden Prairie City Garage	<ul style="list-style-type: none"> • Use would be consistent with municipal adopted land use guiding and zoning • Operator relief would be available given proximity to LRT station (Shady Oak) • City presented no objection to OMF, with exception of public works building location • Opportunity would exist to include LRT station and park-and-ride facilities on or near site 	<ul style="list-style-type: none"> • Site dependent on Eden Prairie LRT mainline alignment extending to the site • Wetland impacts would likely require permitting and mitigation • Noise and vibration impacts would pose concerns for Eaton industrial property • End-of-line location would pose operational limitations • Coordination with station and park-and-ride facilities would be required 	Improved out-of-service operations and operating cost savings would be realized due to its relative central location on the proposed light rail line (about midway between downtown Minneapolis and Eden Prairie) compared to the Eden Prairie OMF (3/4), which would be located west of the light rail line's western terminus. Why? Because Site 3/4 would require 6 additional operators for the system, which will increase operations cost.	Dismissed
9A Hopkins K-Tel East	<ul style="list-style-type: none"> • Use would be consistent with adopted municipal land use guiding and zoning • Operator relief would be available given proximity to LRT station (Shady Oak) • Freight rail and proposed LRT alignment would buffer south and west property borders • Redevelopment potential remnant areas would be possible 	<ul style="list-style-type: none"> • Wetland impacts would likely require permitting and mitigation • Flood-prone conditions would need to be addressed in the southern portion of the site • Geotechnical considerations may be limiting in southern portion of site • City has presented concerns regarding tax base and jobs impacts 		

EXHIBIT F-5
Eden Prairie OMF Site 3/4 – Option 1

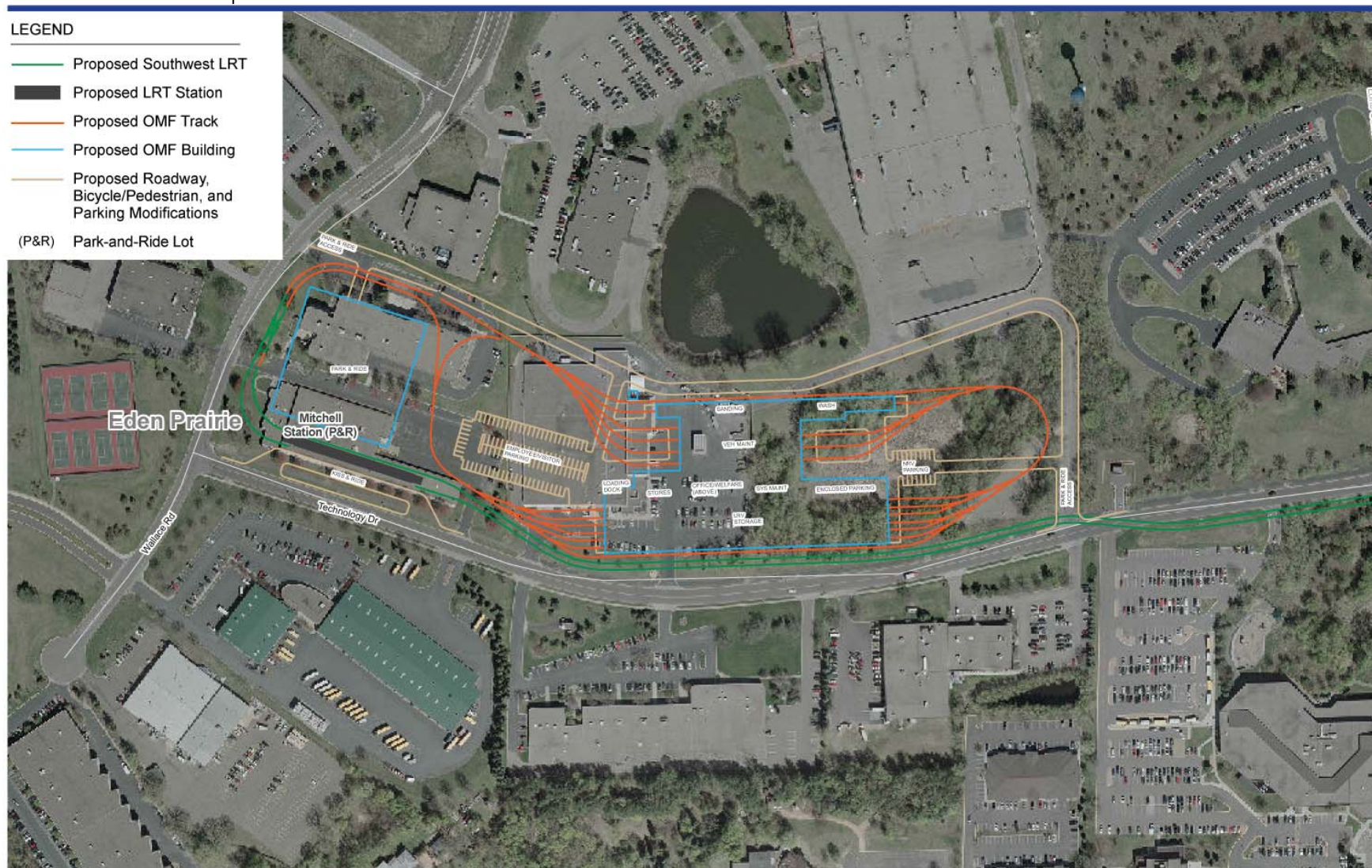


	<p>Southwest LRT Final EIS Eden Prairie OMF Site 3/4 – Option 1</p>	<p>Exhibit F-5</p>		
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Eden Prairie OMF Site 3/4 – Option 2



Eden Prairie OMF Site 3/4 – Option 3



The development of conceptual layout plans led to one layout design for the Hopkins OMF site due to the shape and parcels, as well as its connection to the adjacent proposed light rail alignment. Fifth Street and 15th Avenue would remain in place, and access from the OMF to the light rail mainline would occur at 5th Street. Under the conceptual layout design, the proposed OMF would be located along the west edge of the site adjacent to the proposed light rail mainline. As a result of that layout, there would likely be a portion of the site to the east that would remain unused as part of the OMF. Because the eastern side of the site has relatively few buildings and other improvements, if there were any excess property remaining after construction that the Council and the FTA chose to dispose of, this land could potentially accommodate new industrial development (see Section 3.1.2.2 of the Supplemental Draft EIS for additional information on how the project could address the disposition of unused portions of parcels acquired by the project).

1.4.2.5 Conclusion

Based on the analysis summarized in this section and Table F.4-4, and through the process described in Sections 1.0 and 2.0 of this appendix, the Council identified the Hopkins OMF 9A as the OMF to be incorporated into the project's LPA. A key advantage of the Hopkins OMF is the improved out-of-service operations and operating cost savings due to its relatively central location on the proposed light rail line (about midway between downtown Minneapolis and Eden Prairie), compared to the Eden Prairie OMF 3/4, which would be located west of the light rail line's western terminus.

The LPA, as evaluated in the Supplemental Draft EIS, reflects the inclusion of the Hopkins OMF 9A. Other potential OMF sites developed and evaluated in this section were dismissed from further study.

1.5 St. Louis Park/Minneapolis Segment

This section provides a summary of the design adjustments to the LPA in the St. Louis Park/Minneapolis Segment that were addressed in the Supplemental Draft EIS. Section 5.1 of this appendix provides background information on the light rail-related improvements and freight rail modifications in the segment, which were addressed in the Draft EIS. Section 5.2 of this appendix provides a description of the range of design adjustments to the LPA considered by the Council within the St. Louis Park/Minneapolis Segment and a summary of how those potential design adjustments were evaluated.

1.5.1 Background

As previously noted, the Draft EIS evaluated two alternatives that combined the LPA and freight rail modifications in the area within the St. Louis Park/Minneapolis Segment: LRT 3A and LRT 3A-1 (see Exhibit F-8). As described in the Draft EIS, both LRT 3A and LRT 3A-1 encompassed the LPA at that time, which included a proposed light rail alignment, stations, park-and-ride lots, and related roadway, bicycle and pedestrian improvements. As defined in Chapter 2 of the Draft EIS, the primary difference between LRT 3A and LRT 3A-1 is how freight rail modifications would be incorporated into the LPA.

Following is a brief summary of the common proposed light rail-related improvements and differing freight rail modifications included in the Draft EIS under LRT 3A and LRT 3A-1. Sections 2.2.1.3 and 2.2.3 of the Draft EIS provide additional information.

- Light Rail-Related Improvements.** Within the Draft EIS, the LPA under LRT 3A and LRT 3A-1 included a proposed light rail alignment, stations, park-and-ride lots, and related roadway, bicycle and pedestrian improvements. Those improvements are described in Section 2.3 of the Draft EIS under LRT 3A and LRT 3A-1. LRT 3A and LRT 3A-1 in the Draft EIS in the St. Louis Park/Minneapolis Segment included six light rail stations and six surface park-and-ride lots, with a total capacity of 650 spaces. In general under LRT 3A, the light rail alignment would have been located primarily at-grade, north of the existing freight rail alignment and trail for the section west of the Kenilworth Corridor and north of the trail in the Kenilworth Corridor, with freight rail relocated to the MN&S Spur and Wayzata Subdivision in St. Louis Park and removed east of the MN&S Spur. Under LRT 3A-1, the light rail alignment would be located in the same location west of the MN&S Spur, with a light rail bridge over the freight tracks between the MN&S Spur and Wooddale Station, which would locate the light rail tracks south of the freight rail tracks. Within the Kenilworth Corridor, light rail would be located primarily at-grade south of the existing

freight rail alignment and north of the existing trail. The trail would be located south of the light rail line, east of Wooddale Avenue South.

- **Freight Rail-Related Improvements.** The Draft EIS evaluated two ways in which freight rail modifications would be incorporated into the LPA. Under LRT 3A, TC&W freight trains currently operating along the Kenilworth Corridor would be rerouted to the MN&S Spur and Wayzata Subdivisions; or, under LRT 3A-1, the TC&W freight trains would continue to operate along the Bass Lake Spur and Kenilworth Corridor. LRT 3A and LRT 3A-1 are also referred to in the Draft EIS as “relocation” and “co-location,” respectively, and are shown on Exhibit F-8.

1.5.2 Design Adjustments Considered in the St. Louis Park/Minneapolis Segment

After the Draft EIS public comment period, the development and evaluation of adjustments to the LPA in the St. Louis Park/Minneapolis Segment was undertaken by the Council using the process illustrated in Exhibit F-9 and described in detail in this section.

In this segment, the project team developed and evaluated two sets of potential adjustments to the LPA:

- **Set 1 Adjustments.** The first set of potential adjustments for the St. Louis Park/Minneapolis Segment focused on the question of whether the LPA should include: (1) the relocation of TC&W freight trains currently operating along the Bass Lake Spur and Kenilworth Corridor to sections of the MN&S Spur and Wayzata Subdivision; or (2) the continued operation of TC&W freight trains along the Bass Lake Spur and Kenilworth Corridor. See Exhibit F-10 for an illustration of the freight rail owners and operators within the project vicinity.
- **Set 2 Adjustments.** The second set of potential adjustments for the St. Louis Park/Minneapolis Segment focused on other potential adjustments to light rail-related improvements that would occur throughout the segment, which would affect freight rail modifications but would not entail relocation of freight rail service outside of the Kenilworth Corridor.

The project team closely coordinated the development and evaluation of these two sets of potential adjustments to the LPA in the St. Louis Park/Minneapolis Segment. The resulting light rail related design adjustments and freight rail modifications identified by the Council in April 2014 and July 2014 reflect a unified set of adjustments to the LPA and freight rail modifications, as described in Section 2.5 of the Supplemental Draft EIS. That unified set of adjustments forms the basis for the evaluation of potential environmental impacts addressed in Chapter 3 of the Supplemental Draft EIS.

1.5.2.1 Set 1 Design Adjustments

After the close of the Draft EIS public comment period, the Council undertook a four-step process to develop and evaluate Set 1 Adjustments to the LPA directly related to the following: (1) whether TC&W freight trains currently operating along the Kenilworth Corridor should be rerouted to sections of the MN&S Spur and Wayzata Subdivision (termed “freight rail relocation adjustments”); or (2) whether the TC&W freight trains should continue to operate along the Bass Lake Spur and Kenilworth Corridor as they currently do (termed “Kenilworth Corridor adjustments”).

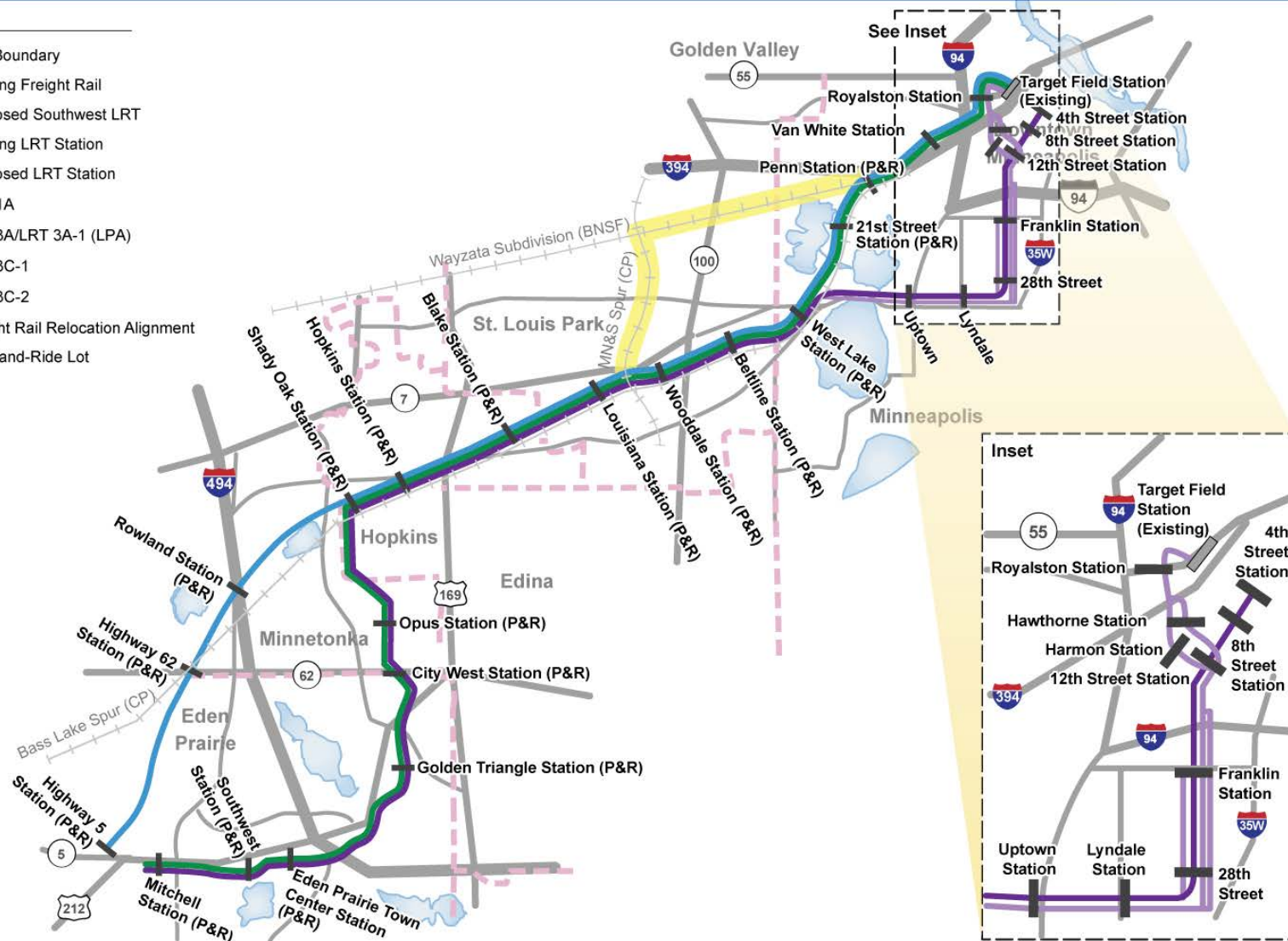
An important element of the Set 1 design adjustment evaluation was the assessment of each design adjustment’s ability to meet a key element of the project’s Purpose and Need Statement: the “need to develop and maintain a balanced and economically competitive multimodal freight system” (see Chapter 1). As such, the evaluation of the Set 1 Design Adjustments included an assessment of the effects of the design adjustments on freight rail operations and safety, which involved the participation of freight rail owners and operators in the development and review of potential freight rail modifications that could be incorporated into the LPA. The results of that coordination are reflected in the reporting of Set 1 Design Adjustment evaluation measures cited within this section.

EXHIBIT F-8



LRT Build Alternatives Evaluated in the Draft EIS

LEGEND

- City Boundary
- Existing Freight Rail
- Proposed Southwest LRT
- Existing LRT Station
- Proposed LRT Station
- LRT 1A
- LRT 3A/LRT 3A-1 (LPA)
- LRT 3C-1
- LRT 3C-2
- Freight Rail Relocation Alignment
- (P&R) Park-and-Ride Lot



Source: Southwest Transitway Draft Environmental Impact Statement, Oct 2012

	<p style="text-align: center;">Southwest LRT Final EIS LRT Build Alternatives Evaluated in the Draft EIS</p>	<p style="text-align: center;">Exhibit F-8</p>		
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Set One Adjustments

Step One

- Freight Rail Relocation Adjustments**
 - Brunswick West*
 - Brunswick Central*
- Kenilworth Corridor Adjustments**
 - All Modes at Grade
 - Relocate the Kenilworth Trail out of the Kenilworth Corridor
 - Elevate the Kenilworth Trail
 - Elevate the Light Rail Alignment
 - Shallow LRT Tunnels – Over Kenilworth Lagoon
 - Deep Bore LRT Tunnels

↓

- Brunswick Central
- Shallow LRT Tunnels – Over Kenilworth Lagoon
- Deep Bore LRT Tunnels

Step Two

- Brunswick Central
- Shallow LRT Tunnels – Over Kenilworth Lagoon
- Deep Bore LRT Tunnels

↓

- Brunswick Central
- Shallow LRT Tunnels – Over Kenilworth Lagoon

Step Three

- Brunswick Central
- Shallow LRT Tunnels – Over Kenilworth Lagoon

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- Shallow LRT Tunnels – Over Kenilworth Lagoon

Step Four

- MN&S North*
- Shallow LRT Tunnels – Over Kenilworth Lagoon
- Short Shallow LRT Tunnels – Under Kenilworth Lagoon*
- Long Shallow LRT Tunnels – Under Kenilworth Lagoon*

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- Shallow LRT Tunnel – Over Kenilworth Lagoon – Council April and July 2014

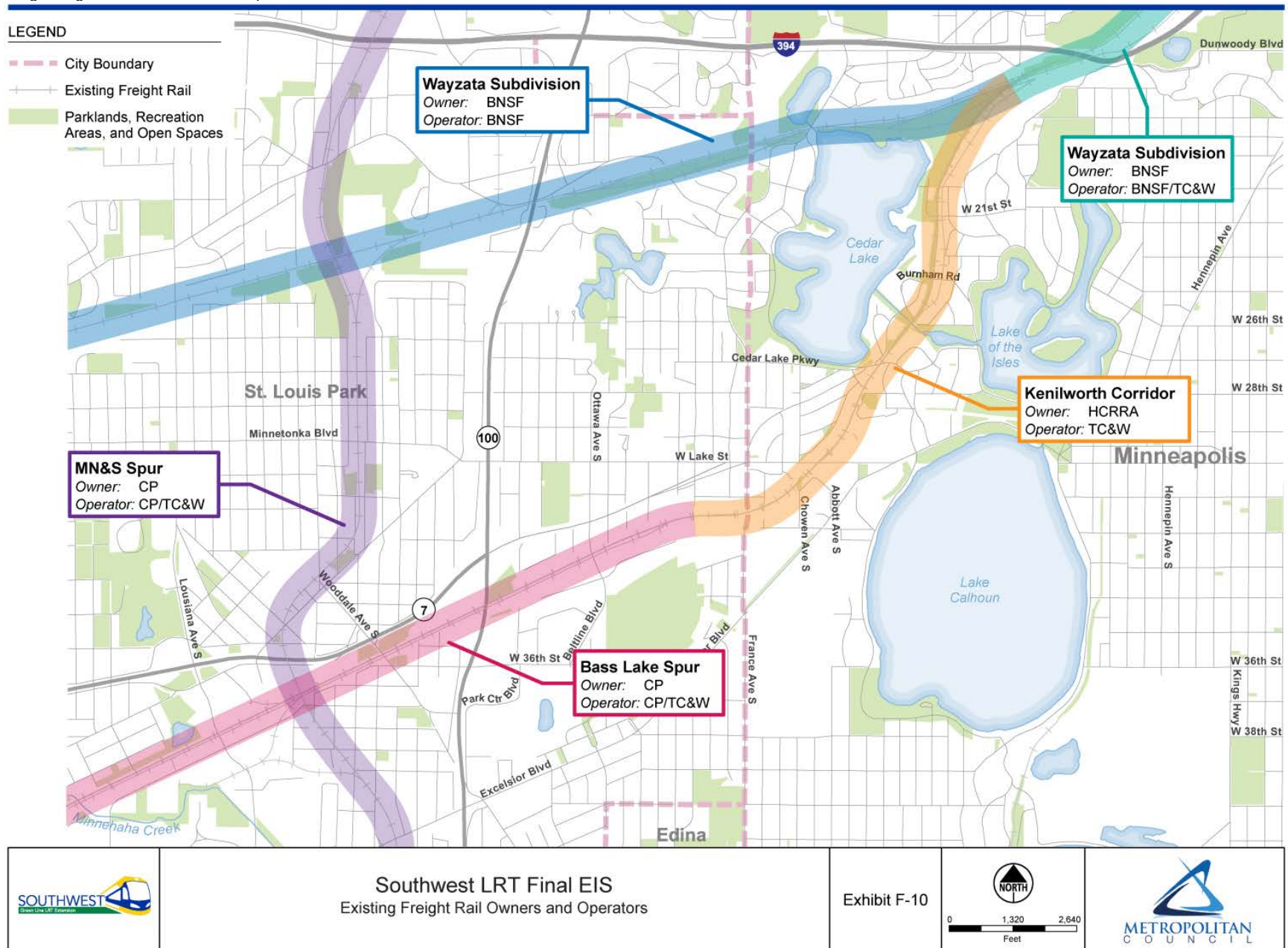
Set Two Adjustments

- Freight Rail and Light Rail “Swap” and “Southernly Connection”
- Adjustment to the Location of the Louisiana Station
- Adjustment to the Capacity and Locations of Park-and-Ride Lots

*Additional designs were developed, evaluated, and dismissed as described in this section.

EXHIBIT F-10

Existing Freight Rail Owners and Operators



The following four steps were used for evaluation of the Set 1 Design Adjustments. See Tables F.5-1 and F.5-2 for a listing of the design adjustments addressed in the Set 1 evaluation process and the results of the evaluation process, respectively.

TABLE F.5-1

St. Louis Park/Minneapolis Segment Design Adjustment Descriptions

	Option	Alignment Adjustment Description
Freight Rail Relocation ^a	Draft EIS LRT 3A	As presented in the Draft EIS, this adjustment would provide a new connection to the CP MN&S Spur from the CP Bass Lake Spur near Louisiana Avenue and a reconstructed connection between the MN&S Spur and the BNSF Wayzata Subdivision. Maximum horizontal curve would be 8 degrees, and maximum compensated grade would be 1.82% for the connection from the Bass Lake Spur to the MN&S Spur.
	Brunswick West	Brunswick West option would have the modified freight rail alignment to minimize the number of horizontal curves, elevated to minimize the number of vertical curves and vertical grade changes and to provide adequate grade separation to allow Dakota Ave. and Lake St. to extend under the freight tracks. The connection would be located west of the existing CP MN&S spur and cross over the Wooddale Ave./Lake St. intersection to tie into the MN&S Spur east of Brunswick Avenue South, near West 32nd Street. Maximum horizontal curve 4 degrees, maximum compensated grade 0.8.
	Brunswick Central	Brunswick Central option would have the modified freight rail alignment to minimize the number of horizontal curves, elevated to minimize the number of vertical curves and vertical grade changes and to provide grade separation of Dakota Ave. and Lake St. to extend under the freight tracks. The alignment would be located west of the existing CP MN&S Spur corridor and cross east of the Wooddale Ave./Lake St. intersection to tie into the MN&S Spur at the same location as Brunswick West. Maximum horizontal curve 4 degrees, maximum compensated grade 0.8.
	MN&S North	MN&S North Alignment was developed as part of the independent freight rail analysis performed by TranSystems. This alignment adjustment was developed to minimize both the impacts of the elevated profile and straightened alignment between Highway 7 and 34th Street and the impacts on commercial, residential, and public properties associated with the Brunswick Central Elevated alignment. Maintains the existing MN&S rail tracks south of Highway 7 including the current freight rail bridge over the Bass Lake Spur to a connection with the existing alignment between Library Lane and Dakota Avenue. The alignment begins with an elevated grade on bridge structure on the Bass Lake Spur west of Louisiana Avenue, continuing east on bridge structure over the west corner of the Xcel Substation and across Highway 7, matching existing grades at Library Lane and connecting to the existing MN&S between Library Lane and Dakota Avenue. Maximum horizontal curve 5 degrees, maximum compensated grade 0.95.
Kenilworth Corridor	Draft EIS LRT 3A-1	As presented in the Draft EIS. A preliminary typical section is assumed to be 94 feet wide. This width includes 25 feet of separation between the freight rail track and outside edge of right-of-way, 25 feet of separation between the freight rail track and LRT track (centerline to centerline), 14 feet of separation between the two LRT tracks (centerline to centerline), and 10-foot spacing between LRT track and the trail. A 16-foot minimum width would be used for the trail.
	All Modes At-Grade (81-foot-wide section)	Similar to LRT 3A-1, but based on a revised typical section that would be 81 feet wide (based on coordination with TC&W Railroad). This width would include 12 feet of separation between the freight rail track and outside edge of right-of-way, generally matching existing conditions. The remaining section would match the 94-foot-wide section of LRT 3A-1.
	Trail Relocation	The Trail Relocation option would include rerouting the trail west of the existing TC&W tracks between 21st St. and Cedar Lake Pkwy. The west segment of the relocated trail would cross Cedar Lake Pkwy. at-grade, run along the existing median on Sunset Blvd., cross France Ave. at-grade or on a structure, continue south, and cross County Rd. 25 to the County Rd. 25 service road to Inglewood Ave. From Inglewood Ave., the trail would turn south and connect to the current Cedar Lake Trail alignment. The east segment would run along Cedar Lake Pkwy., cross the parkway, and be located between Dean Pkwy. one-way pair and connect to the current Midtown Greenway trail alignment east of Dean Pkwy.
	Elevated Trail	The elevated trail structure would be approximately 3,000 feet long and would be located between the freight rail track and LRT tracks north of West Lake St. to north of Burnham Rd. The elevated trail would approach touchdown south of West Lake St. and north of Burnham Rd. The trail would be elevated approximately 30 feet high, with a 20-foot-wide trail surface supported by 7-foot-wide piers. A vertical connection at Cedar Lake Pkwy. would be provided.
	Elevated LRT	The elevated LRT structure would be approximately 3,000 feet long and would be located between the freight rail track and trail. It would run along the Kenilworth Corridor from the Midtown Greenway to Burnham Rd. with varying height of 35 to 38 feet, supported by 10-foot-wide piers.
	Shallow Cut-and-Cover Tunnels – Over Kenilworth Lagoon ^b	Would consist of two tunnels and a generally at-grade section connecting the two tunnels: The South Tunnel would be approximately 2,200 feet long and located along the Kenilworth Corridor with the south portal beginning at West Lake St. and the north portal south of the Channel Creek Crossing. Over the channel, LRT alignment would cross at-grade on a bridge 14 feet above the channel water level. The section of LRT track over the channel would be approximately 1,088 feet

	Option	Alignment Adjustment Description
		long (including transition zones). North of the channel, LRT alignment would drop into the North Tunnel, a 2,500-foot tunnel south of Burnham Rd. to north of 21st St. There would be 300-foot transition zones outside the tunnel portals.
	Kenilworth Deep Bore LRT Tunnel	Two parallel tunnels that would be approximately 5,900 feet long and would run along the Kenilworth Corridor with the south portal at West Lake St. and the north portal north of 21st St. There would be a 1,000-foot-long cut-and-cover tunnel segment and a 500-foot-long transition section south of the southern portal. There would be a 550-foot-long cut-and-cover tunnel segment and a 500-foot transition section north of the northern portal. The twin tunnels would be about 20 feet in diameter with a minimum of 30 feet of cover. The deep tunnel would be approximately 30 feet below the Kenilworth Lagoon surface elevation.
	Short Shallow Cut-and-Cover Tunnel – Under Kenilworth Lagoon ^c	The Short Shallow Cut-and-Cover Tunnel – Under Kenilworth Lagoon would consist of a tunnel approximately 3,100 feet in length along the Kenilworth Corridor with the south portal beginning at West Lake Street and the north portal north of the Kenilworth Channel. At the channel, the LRT crosses below-grade, in the tunnel beneath the water level. There are 300-foot transition zones outside the tunnel portals.
	Long Shallow Cut-and-Cover Tunnel – Under Kenilworth Lagoon ^c	The Long Shallow Cut-and-Cover Tunnel – Under Kenilworth Lagoon would consist of a tunnel approximately 5,800 feet in length along the Kenilworth Corridor with the south portal beginning at West Lake Street and the north portal north of 21st Street. At the channel, the LRT crosses below-grade, in the tunnel beneath the water level. There are 300-foot transition zones outside the tunnel portals.

^a Additional freight rail modifications were also developed and evaluated in the first-step evaluation that were dismissed from further consideration due to safety and freight rail operating concerns expressed by one or more effected freight rail operators/owners. Those additional modifications included MN&S Modified; Brunswick East; an at-grade variation of the Brunswick West; and an at-grade variation of the Brunswick Central. This section includes additional information on these variations.

^b On July 9, 2014, considering a recommendation from the Corridor Management Committee (CMC), the Metropolitan Council (Council) identified additional design adjustments to the LPA within the City of Minneapolis, which were proposed in the then-draft memoranda between the Council and the City of Minneapolis (see Appendix D, Sources and References Cited, for instructions on how to access the executed memoranda). In summary, the additional design adjustments: (1) reduced project capital costs by eliminating the northern of the two proposed light rail tunnels in the Kenilworth Corridor (including the re-establishment of the proposed at-grade light rail station at 21st Street); (2) incorporated into the LPA a variety of bicycle and pedestrian improvements associated with proposed light rail stations in the City of Minneapolis; and (3) established the Council's and the City's intent relative to aspects of long-term property ownership and freight rail operations in the Kenilworth Corridor.

^c In February 2014, the Minneapolis Parks and Recreation Board requested that the Council evaluate a design adjustment that would connect the two Shallow LRT Tunnels with a cut-and-cover constructed tunnel segment under the Kenilworth Lagoon, rather than a bridge over the lagoon. In response, the Short and Long Shallow LRT Tunnel – Under Kenilworth Lagoon design adjustments were developed and evaluated as a part of the fourth-step of evaluation. In addition, project staff developed variations of the Short and Long Shallow LRT Tunnel – Under Kenilworth Lagoon design adjustments to evaluate if the northern and southern cut-and-cover LRT tunnel segments could be connected under the Kenilworth Lagoon via a bored tunnel segment, rather than via a cut-and-cover constructed tunnel segment. These variations were dismissed from further consideration due to schedule delays, complex construction techniques and cost factors. This section includes additional information on these variations.

Acronyms: CP = Canadian Pacific Railway; MN&S = Minneapolis, Northfield, and Southern Railway; TC&W = Twin Cities and Western Railway Company.

TABLE F.5-2

Set 1 Design Adjustments Developed and Evaluated in the St. Louis Park/Minneapolis Segment, by Step

Step	Adjustment Type	Design Adjustments	Status ^a
1	Freight Rail Relocation ^b	Brunswick West	Dismissed
		Brunswick Central	Retained
	Kenilworth Corridor	All Modes at Grade	Dismissed
		Relocate the Kenilworth Trail out of the Kenilworth Corridor	Dismissed
		Elevate the Kenilworth Trail	Dismissed
		Elevate the Light Rail Alignment	Dismissed
		Shallow LRT Tunnels – Over Kenilworth Lagoon ^c	Retained
		Deep Bore LRT Tunnels	Retained
2	Freight Rail Relocation	Brunswick Central	Retained
	Kenilworth Corridor	Shallow LRT Tunnels – Over Kenilworth Lagoon ^c	Retained
		Deep Bore LRT Tunnels	Dismissed
3	Freight Rail Relocation	Brunswick Central	Dismissed
	Kenilworth Corridor	Shallow LRT Tunnels – Over Kenilworth Lagoon ^c	Retained

Step	Adjustment Type	Design Adjustments	Status ^a
4	Freight Rail Relocation	MN&S North ^d	Dismissed
	Kenilworth Corridor	Shallow LRT Tunnels – Over Kenilworth Lagoon ^c	Retained ^e
		Short Shallow LRT Tunnel – Under Kenilworth Lagoon ^f	Dismissed
		Long Shallow LRT Tunnel – Under Kenilworth Lagoon ^f	Dismissed

^a Status as of completion of the step.

^b Additional freight rail modifications were also developed and evaluated in the first-step evaluation that were dismissed from further consideration due to safety and freight rail operating concerns expressed by one or more effected freight rail operators/owners. Those additional modifications included Brunswick East; an at-grade variation of the Brunswick West; and an at-grade variation of the Brunswick Central. This section includes additional information on these variations.

^c The shallow tunnels would be constructed using a cut-and-cover technique.

^d The MN&S North design adjustment was developed and evaluated as an element of the independent engineering analysis.

^e The Shallow LRT Tunnels – Over Kenilworth Lagoon option, which included two proposed light rail tunnels (one south and one north of the Kenilworth Lagoon), was modified by the Council on July 9, 2014, to eliminate the northern light rail tunnel (primarily to reduce project capital costs and to allow for an at-grade light rail W 21st Street and to make other related design modifications.

^f In February 2014, the Minneapolis Parks and Recreation Board requested that the Council evaluate a design adjustment that would connect the two Shallow LRT Tunnels with a cut-and-cover-constructed tunnel segment under the Kenilworth Lagoon, rather than a bridge over the lagoon. In response, the Short and Long Shallow LRT Tunnel – Under Kenilworth Lagoon design adjustments were developed and evaluated as a part of the fourth-step of evaluation.

- **First-Step Evaluation.** The development of a relatively wide range of adjustments to the light rail improvements and freight rail-related modifications under the two freight rail operating scenarios, focusing on meeting key design parameters, while avoiding or minimizing adverse impacts and minimizing project costs. The resulting adjustments were then presented to the public, stakeholders and participating agencies for review and comment. Based on comments received from the public, stakeholders, and participating agencies and on the evaluation measures summarized in Tables F.5-3 and F.5-4, the design adjustments were narrowed to one freight rail relocation and two Kenilworth Corridor adjustments.
- **Second-Step Evaluation.** A detailed analysis of the potential adjustments identified in the first-step evaluation, narrowing to one design adjustment under each of the two freight rail operating scenarios. This evaluation included public and agency review of and comment on the second-step findings (see Table F.5-5 for a summary of the second-step evaluation measures).
- **Third-Step Evaluation.** Refinement of the two second-step design adjustments, addressing public and agency comments, followed by a detailed assessment of the tradeoffs between the two potential adjustments remaining after the second-step evaluation, and identification of one design adjustment to advance into the fourth-step evaluation (see Table F.5-6 for a summary of the Third-Step evaluation measures).
- **Fourth-Step Evaluation.** The Fourth Step evaluation consisted of three components (see Table F.5-7 and F.5-8 for a summary of the Fourth-Step evaluation measures):
 - An independent engineering analysis that (1) evaluated potential freight rail relocation adjustments that were developed or identified in prior studies and (2) developed and evaluated a new design adjustment that would relocate existing freight rail service from the Kenilworth Corridor (this new design adjustment (MN&S North) was compared to the freight rail relocation design adjustment (Brunswick Central) advanced from the third-step evaluation)
 - The development and evaluation of two variations of the design adjustment advanced from the third-step evaluation (these two new designs (Short Shallow LRT Tunnel – Under Kenilworth Lagoon and Long Shallow LRT Tunnel – Under Kenilworth Lagoon), suggested by a local jurisdiction, were compared to the design adjustment advanced from the third-step evaluation) Identification by the Council of the design adjustment incorporated into the LPA and its further refinement to reflect a memorandum of understanding between the Council and the City of Minneapolis. (See Appendix D, Sources and References Cited, for instructions on how to access the executed memorandum).

TABLE F.5-3

St. Louis Park/Minneapolis Segment – First-Step Evaluation – Freight Rail Relocation Adjustments^a

Alignment Adjustment	Costs	Measures	Status
Draft EIS	\$91m ^b	<ul style="list-style-type: none"> Rejected by railroad companies, described in comments received on the Draft EIS, due to the following concerns: <ul style="list-style-type: none"> Rejected by railroad companies, described in comments received on the Draft EIS, due to the following concerns: <ul style="list-style-type: none"> Includes reverse horizontal curves and a number of vertical curves and vertical grade changes that would compromise freight rail operational safety High compensated grade Higher operational cost for freight rail Concerns from community groups, businesses, education institutions, and citizens received on the Draft EIS on the following: <ul style="list-style-type: none"> Traffic surrounding high school Bus flow for schools Noise and vibration Safety and security At-Grade Freight Crossings: five at-grade freight crossings Right-of-Way: Concerns surrounding loss of homes and businesses due to right-of-way acquisition Environment: Additional wetland impacts in the “Iron Triangle” area at connection with BNSF Wayzata Subdivision 	Dismissed
Brunswick West – Elevated	\$285–\$300m ^c	<ul style="list-style-type: none"> Cost: higher capital cost Railroad: <ul style="list-style-type: none"> Supported by railroad companies from a physics of design standpoint Freight rail operators expressed concern about potential increased operating cost to be addressed later if the design progressed Freight rail is elevated between Highway 7 and Brunswick Ave. Freight rail profile is raised north of 33rd St. Eliminates freight tracks east of MN&S Spur on Bass Lake Spur/Kenilworth Corridor Concerns from community and educational institutions: alignment would go through high school football field (potential 4(f) impact) At-Grade Freight Crossings: removes five at-grade freight crossings Right-of-Way: <ul style="list-style-type: none"> Requires acquisition of a portion of the existing Xcel substation and potential impact on substation function Concerns surrounding loss of homes and businesses due to right-of-way Pedestrian: includes two new pedestrian underpasses Roadway: <ul style="list-style-type: none"> Requires lowering of south frontage road and reconfiguration of local street network Improves frontage road south and north of Highway 7 by grade separation Environment: Additional wetland impacts in the “Iron Triangle” area at connection with BNSF Wayzata Subdivision 	Dismissed

Alignment Adjustment	Costs	Measures	Status
Brunswick Central - Elevated	\$275–\$290m ^c	<ul style="list-style-type: none"> • Cost: Lower capital cost • Railroad: <ul style="list-style-type: none"> — Supported by railroad companies from a physics of design standpoint — Freight rail operators expressed concern about potential increased operating cost to be addressed later if the design progressed — Freight rail is elevated between Highway 7 and Brunswick Ave — Freight rail profile is raised north of 33rd St. — Eliminates freight tracks east of MN&S Spur on Bass Lake Spur/Kenilworth Corridor • Concerns from community and educational institutions: alignment would go through a portion of the Park Spanish Immersion School playground area (potential 4(f) impact) • At-Grade Freight Crossings: removes five at-grade freight crossings • Right-of-Way: Concerns surrounding loss of homes and businesses due to right-of-way • Pedestrian: includes two new pedestrian underpasses • Roadway: <ul style="list-style-type: none"> — Requires lowering of south frontage road and reconfiguration of local street network — Improves frontage road south and north of Highway 7 by grade separation • Environment: Additional wetland impacts in the “Iron Triangle” area at the connection with BNSF Wayzata Subdivision 	Retained

^a Additional freight rail modifications were also developed and evaluated in the first-step evaluation that were dismissed from further consideration due to safety and freight rail operating concerns expressed by one or more effected freight rail operators/owners. Those additional modifications included Brunswick West; and an at-grade variation of the Brunswick Central.

^b Source: *Southwest Transitway Draft EIS* (FTA, HCRRA, Council; October 2012) in 2012 dollars, which used a different cost methodology than the Brunswick West/Central estimates.

^c Includes freight track and structures (Louisiana Avenue to Cedar Lake Junction), BNSF siding, freight signaling, freight track removal, pedestrian underpass and roadway relocations/upgrades near St Louis Park High School, North Cedar Lake Trail crossing, right-of-way; Includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana, Southerly Connector).

TABLE F.5-4

St. Louis Park/Minneapolis Segment – First-Step Evaluation – Kenilworth Corridor Adjustments

	Full Acquisitions	Costs	Measures	Status
Draft EIS or All Modes At-Grade (94-foot-wide section)	55 properties	\$160 - \$170m ^a	<ul style="list-style-type: none"> • Displacement of residences due to right-of-way acquisition • Potential visual impacts on Kenilworth Lagoon 	Dismissed
All Modes At-Grade (81-foot-wide section)	26 properties	\$135 – \$145m ^a	<ul style="list-style-type: none"> • Displacement of residences due to right-of-way acquisition • Potential visual impacts on Kenilworth Lagoon 	Dismissed
Relocate the Kenilworth Trail out of the Kenilworth Corridor	0 properties	\$120 – \$130m ^b	<ul style="list-style-type: none"> • Portion of the Kenilworth trail relocated from the Kenilworth Corridor between Cedar Lake Pkwy and Midtown Greenway • Strengths include the following: <ul style="list-style-type: none"> — No homes impacted — Low capital costs — Relocated trail would be an off-road, shared-use facility 	Dismissed
Elevate the Kenilworth Trail	0 properties	\$135 – \$145m ^c	<ul style="list-style-type: none"> • Visual impacts due to structure height and connecting ramps • Impacts the visual quality and setting of the trail (e.g., separation from ground vegetation) and the addition of grade changes to the trail • Potential visual impacts on Kenilworth Lagoon • Strengths include the following: <ul style="list-style-type: none"> — No homes displaced 	Dismissed

	Full Acquisitions		Measures	Status
Elevate the Light Rail Alignment	0 properties	\$190 – \$200m ^d	<ul style="list-style-type: none"> Visual impacts due to structure height and elevators at stations Potential visual impacts on Kenilworth Lagoon Strengths include the following: <ul style="list-style-type: none"> No homes displaced 	Dismissed
Place LRT in Shallow Cut-and-Cover Tunnels	0 properties	\$235 – \$250m ^e	<ul style="list-style-type: none"> High capital cost Challenging construction Potential visual impacts on Kenilworth Lagoon Eliminates 21st St. Station Existing freight rail and trail bridges across the Kenilworth Lagoon would need to be replaced to accommodate construction of a new light rail and trail bridge and a freight rail bridge (which would be approximately 40 feet west of the existing freight rail bridge) Strengths include the following: <ul style="list-style-type: none"> Would not require acquisition of homes and businesses in the Kenilworth Corridor Retains at-grade West Lake Station 	Retained
Place LRT in Deep Bored Tunnels	0 properties	\$405 – \$420m ^f	<ul style="list-style-type: none"> Highest capital cost Challenging construction Underground station at West Lake St. Reconstruction of West Lake Street bridge Eliminates 21st St. Station Existing freight rail and trail bridges across the Kenilworth Lagoon would need to be replaced to accommodate construction of the bored tunnels^g Strengths include the following: <ul style="list-style-type: none"> Would not require acquisition of homes and businesses in the Kenilworth Corridor 	Retained

^a Includes freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), deduct for LRT/trail underpass at Cedar Lake Parkway, right-of-way; includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana Avenue, Southerly Connector).

^b Includes trail aerial structure/retaining walls at France Avenue, connection to Cedar Lake Trail at Inglewood Avenue, freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), deduct for LRT/trail underpass at Cedar Lake Parkway; includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana Avenue, Southerly Connector).

^c Includes elevated trail structure/retaining walls and retains 21st Street Station, vertical trail connection at Cedar Lake Parkway, freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), deduct for LRT/trail underpass at Cedar Lake Parkway, deduct for trail bridge over Kenilworth Channel; includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana Avenue, Southerly Connector).

^d Includes elevated LRT structure/retaining walls and retains 21st Street Station, freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), LRT direct fixation track, deduct for LRT/trail underpass at Cedar Lake Parkway, deduct for LRT bridge over Kenilworth Channel, right-of-way; includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana Avenue, Southerly Connector).

^e Includes north and south shallow cut-and-cover tunnels (tunnels, portals, systems/support facilities), freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), LRT direct fixation track, temporary freight accommodations, Burnham Road bridge support, deduct for 21st Street Station, deduct for LRT/trail underpass at Cedar Lake Parkway; includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana Avenue, Southerly Connector).

^f Includes parallel deep bore tunnels (tunnels, bore pits, systems/support facilities), underground West Lake Station, freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), removal/replacement of West Lake Bridge, LRT direct fixation track, temporary freight accommodations, deduct for LRT bridge over Kenilworth Channel, deduct for 21st Street Station, deduct for LRT/trail underpass at Cedar Lake Parkway; includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana Avenue, Southerly Connector).

^g The tunnels would be bored within the HCRRA and BNSF right-of-way at the Kenilworth Lagoon and the existing freight rail and trail bridges across the lagoon would need to be replaced because the existing wood bridge piers would likely extend into the tunneling area. Because the existing bridge piers are wood and there are no as-built construction drawings available, it would be difficult to determine precisely how deep the existing piers extend under the lagoon. However, even if they do not extend in the bored tunnel construction area, the piers would be susceptible to settlement during tunnel construction due to soil conditions at the site.

TABLE F.5-5

St. Louis Park/Minneapolis Segment Alignment Adjustment – Second-Step Evaluation

Adjustment	Full Acquisitions	Costs	Measures	Status
Brunswick Central - Elevated	32 properties	\$275 - \$290m ^a	<ul style="list-style-type: none"> Supported by railroad companies from a physics of design standpoint Cost: Second highest capital cost Right-of-Way: <ul style="list-style-type: none"> Displacement of homes and businesses due to right-of-way acquisition Displacement of the Park Spanish Immersion School playground, which is likely a Section 4(f)-protected property Traffic: <ul style="list-style-type: none"> Requires lowering of south frontage road and reconfiguration of street network Improves frontage road south and north of Highway 7 by grade separation Freight: <ul style="list-style-type: none"> Freight rail would be elevated between Highway 7 and Brunswick Avenue Freight rail profile would be raised north of 33rd Street Eliminates freight tracks east of MN&S Spur Eliminates five at-grade freight rail crossings Environment: Fill within relatively high-quality wetlands in the “Iron Triangle” area at BNSF connection Potential effects to the historic Kenilworth Lagoon and the Brownie/Cedar Lakes channel Bicycle and pedestrian: Allows for two new pedestrian grade underpasses Stations: Retains 21st Street Station 	Retained
Kenilworth Corridor Shallow LRT Tunnels	0 properties	\$235 - \$250m ^b	<ul style="list-style-type: none"> Supported by railroad companies from a physics of design standpoint Cost: Lowest capital cost Right-of-Way: Does not require acquisition of homes and businesses in the Kenilworth Corridor Challenging construction due to various constraints in the Kenilworth Corridor Environment: At-grade crossing of Kenilworth Lagoon, with potential visual impacts Bicycle and pedestrian: Temporary detour of Kenilworth Trail Stations: Eliminates 21st St Station Existing freight rail and trail bridges across the Kenilworth Lagoon would need to be replaced and the total width of the new bridges would be approximately double the width of the existing bridges Potential adverse effect to the historic Kenilworth Lagoon 	Retained

Adjustment	Full Acquisitions	Costs	Measures	Status
Kenilworth Deep Bore LRT Tunnels	0 properties	\$405 - \$420m ^c	<ul style="list-style-type: none"> Supported by railroad companies from a physics of design standpoint Cost: Highest capital cost – likely to be financially infeasible on regional level due to lack of local funding support Right-of-Way: <ul style="list-style-type: none"> Does not require acquisition of homes and businesses in the Kenilworth Corridor Risk of potential settlement to immediately adjacent existing buildings and other structures due to construction Construction: <ul style="list-style-type: none"> Challenging construction due to various constraints in the Kenilworth Corridor Reconstruction of West Lake Street due to tunneling conflicts with existing bridge piles, including demolition and replacement of the existing bridge over Kenilworth Corridor, generally located between Market Plaza and Chowen Ave S Closure of West Lake Street (Market Plaza to Chowen Ave S) for approximately 12-18 months; related increases in traffic congestion; increased vehicle travel times due to out-of-direction travel and/or increased congestion Operations: Increased travel time (approximately one minute) for all trips that would use the below ground West Lake Street station, reducing transit ridership Existing freight rail and trail bridges across the Kenilworth Lagoon would need to be replaced to accommodate construction of the bored tunnels^d Potential effects to the historic Kenilworth Lagoon and the Brownie/Cedar Lakes channel Bicycle and pedestrian: Temporary detour of Kenilworth Trail Stations: <ul style="list-style-type: none"> Includes underground West Lake Street Station Eliminates 21st Street Station 	Dismissed

^a Includes freight track and structures (Louisiana Avenue to Cedar Lake Junction), BNSF siding, freight signaling, freight track removal, pedestrian underpass and roadway relocations/upgrades near St Louis Park High School, North Cedar Lake Trail crossing, right-of-way; includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana Avenue, Southerly Connector).

^b Includes north and south shallow cut-and-cover tunnels (tunnels, portals, systems/support facilities), freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), LRT direct fixation track, temporary freight accommodations, Burnham Road bridge support, deduct for 21st Street Station, deduct for LRT/trail underpass at Cedar Lake Parkway; includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana Avenue, Southerly Connector).

^c Includes parallel deep bore tunnels (tunnels, bore pits, systems/support facilities), underground West Lake Station, freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), removal/replacement of West Lake Bridge, LRT direct fixation track, temporary freight accommodations, deduct for LRT bridge over Kenilworth Channel, deduct for 21st Street Station, deduct for LRT/trail underpass at Cedar Lake Parkway; includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana Avenue, Southerly Connector).

^d The tunnels would be bored within the HCRRA and BNSF right-of-way at the Kenilworth Lagoon and the existing freight rail and trail bridges across the lagoon would need to be replaced because the existing wood bridge piers would likely extend into the tunneling area. Because the existing bridge piers are wood and there are no as-build construction drawings available, it would be difficult to determine precisely how deep the existing piers extend under the lagoon. However, even if they do not extend in the bored tunnel construction area, the piers would be susceptible to settlement during tunnel construction due to soil conditions at the site.

TABLE F.5-6

St. Louis Park/Minneapolis Segment Alignment Adjustment – Third-Step Evaluation

	^a	Weaknesses ^a	Status
Brunswick Central - Elevated	<ul style="list-style-type: none"> Freight rail at-grade crossings eliminated between Blake Road and 28th Street along MN&S route Non-emergency freight train horn use eliminated between Blake Road and 28th Street Freight rail relocated away from St. Louis Park High School Freight rail track removed in the Kenilworth Corridor and a portion of the Bass Lake Spur east of the existing MN&S Spur 	<ul style="list-style-type: none"> Acquisition of 32 residential, commercial, and institutional parcels Elevated freight rail track through St. Louis Park and related visual impacts Displacement of Park Spanish Immersion School playground, which is likely a Section 4(f) protected property Construction challenges to accommodate ongoing freight rail traffic Greater amount of wetlands filled Community cohesion impacts Greater capital costs Additional design refinements and/or operating agreement with affected freight railroads would likely be required to address potential adverse economic impacts to the affected railroads, which would likely increase project costs 	Dismissed
Kenilworth Corridor Shallow LRT Tunnels Strengths	<ul style="list-style-type: none"> No acquisition of homes and businesses in Kenilworth Corridor 200-plus LRT trips per day mostly below-grade through Kenilworth Corridor LRT daylights between north and south tunnels for approximately 20 seconds per train West Lake Street bridge preserved Kenilworth Trail preserved within corridor for long-term Lower capital costs No adverse effects to groundwater or nearby lake levels 	<ul style="list-style-type: none"> 21st Street Station eliminated Council sewer relocation Temporary detour of Kenilworth Trail 	Retained

^a See also Table F.5-6 for additional evaluation measures considered in the third-step evaluation.

TABLE F.5-7

St. Louis Park/Minneapolis Segment Alignment Adjustment – Fourth-Step Evaluation - Kenilworth Corridor Adjustments

Shallow LRT Cut-and-Cover Tunnels – Over Kenilworth Lagoon and MN&S North

Alignment Adjustment	Costs	Measures	Status
Shallow LRT Cut-and-Cover Tunnels – Over Kenilworth Lagoon	\$235 - 250m ^a	<p>Daily Freight Operations: Expected average of 2 freight trains daily on the MN&S corridor and 3 daily within the Kenilworth Corridor</p> <p>Daily LRT Operations: Expected average of 200-plus LRT trains per day in a tunnel and at-grade at the channel in the Kenilworth Corridor</p> <p>Safety Considerations:</p> <ul style="list-style-type: none"> 4 at-grade freight crossings (existing and proposed) – Wooddale, Beltline, Cedar Lake, 21st Street 2 LRT at-grade crossing with freight –Wooddale and Beltline Freight at station areas - Wooddale, Beltline and West Lake <p>Community (between Louisiana Ave and Cedar Lake):</p> <ul style="list-style-type: none"> No school buildings within 150 feet of freight tracks 750 residential units within 150 feet of freight tracks 	Retained

Alignment Adjustment	Costs	Measures	Status
		<ul style="list-style-type: none"> No street closures Right-of-Way: No permanent acquisitions (not including acquisitions for Louisiana Station or Southerly connection) Operating Costs: Increased operations and maintenance costs for ventilation, lighting and other tunnel systems Developable Land: Reduction of 2 acres of developable land Schedule: Lower risk of potential delays Stations: No 21st Street Station Channel Crossing: 74-feet combined width of two reconstructed bridges; total width, including space between bridges, of 82-feet Opening Year: 2019	
MN&S North	\$240 - \$265m ^b	Daily Freight Operations: Expected average of five freight trains daily on the MN&S corridor and zero daily within the Kenilworth Corridor Daily LRT Operations: Expected average of 200-plus LRT trains per day at-grade in the Kenilworth Corridor Safety considerations: <ul style="list-style-type: none"> 2 at-grade freight crossings - Proposed new crossings at Library and Dakota, proposed closure of existing crossings at Walker, West Lake, 28th and 29th, new grade-separation at 27th 3 LRT only at-grade crossings with Wooddale, Beltline, 21st Street No freight at station areas Opposed by affected freight rail operators due to safety and operational concerns Community (between Louisiana Ave to Cedar Lake): <ul style="list-style-type: none"> One school building within 150 feet of freight tracks 240 residential units within 150 feet of freight tracks No street closures Right-of-Way: Permanent acquisition requiring relocations of 6 residential units, 7 private businesses and 1 school (not including acquisitions for Louisiana Station or Southerly connection) Operating Costs: Maintenance costs for an additional 5,400 linear feet of freight bridge structure and 81,000 square feet of freight retaining walls Developable Land: Addition of approximately 3 acres of developable land Schedule: Potential delay of up to two years Stations: Includes station at 21st Street Channel Crossing: 54-feet width of reconstructed single bridge over the channel Opening Year: 2021	Dismissed

^a Includes north and south shallow cut-and-cover tunnels (tunnels, portals, systems/support facilities), freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), LRT direct fixation track, temporary freight accommodations, Burnham Road bridge support, deduct for 21st Street Station, deduct for LRT/trail underpass at Cedar Lake Parkway; includes freight Common Elements costs of approximately \$85 to \$90 million (US-169 to Louisiana Avenue, Southerly Connector).

^b TranSystems identified \$112M in costs in an estimate provided to the Southwest LRT Project Office (February 7, 2014) including freight track and structures (Blake Road to BNSF near MN&S Spur), freight track and structures (Southerly Connection), BNSF siding, freight signaling, pedestrian overpass and roadway relocations/upgrades near St Louis Park High School, engineering/contingency; Southwest LRT Project Office identified additional costs for the design including freight track (US-169 to Blake Road), North Cedar Lake Trail crossing, additional right-of-way, additional LRT retaining walls, additional freight track removal, additional soft costs (contingency, escalation, engineering, financing); cost shown does not include Xcel substation impacts; cost shown includes freight Common Elements costs of approximately \$90 to 100 million (US-169 to Louisiana Avenue, modified Southerly Connector with additional new freight rail structure length).

TABLE F.5-8

St. Louis Park/Minneapolis Segment Alignment Adjustment – Fourth-Step Evaluation - Kenilworth Corridor Adjustments

Shallow LRT Cut-and-Cover Tunnels – Over and Under Kenilworth Lagoon

Adjustment	Full Acquisitions	Costs	Measures	Status
Shallow LRT Cut-and-Cover Tunnels – Over Kenilworth Lagoon	0 properties	\$240 – \$260m ^a	<ul style="list-style-type: none"> • Cost: Lowest capital cost • Construction Considerations: <ul style="list-style-type: none"> — Less challenging construction (relative to other fourth-step Kenilworth Corridor adjustments) — Shorter construction period, 2019 opening year — Closure of recreational traffic on Kenilworth Lagoon of limited durations during construction of bridges • Visual impacts on Kenilworth Lagoon • Stations: Eliminates 21st Street Station • Channel Crossing: <ul style="list-style-type: none"> — At-grade LRT crossing of Kenilworth Channel — 74-foot combined width of two new bridges (combined pedestrian/LRT bridge and freight bridge); total width, including space between bridges, of 82-feet • Strengths include the following: <ul style="list-style-type: none"> — Would not require acquisition of homes and businesses in the Kenilworth Corridor — Achieves municipal goal to avoid co-locating freight rail traffic with light rail traffic at-grade along much of the length of the Kenilworth Corridor — Retains at-grade West Lake Station 	Retained ^b
Short Shallow LRT Cut-and-Cover Tunnel – Under Kenilworth Lagoon	0 properties	\$270 - \$300m ^c	<ul style="list-style-type: none"> • Cost: Second highest capital cost • Construction Considerations: <ul style="list-style-type: none"> — Challenging construction due to substantially constrained construction environment — Existing freight rail and trail bridges across the lagoon would need to be replaced and their replacement would need to be sequenced with the tunnel construction — Longer construction period, 2020 opening year — Closure of recreational traffic on Kenilworth Lagoon for approximately one to two years during construction — Additional emergency ventilation and intermediate emergency egress stairways compared to two shorter tunnels — Volume of groundwater pumped during construction for the tunnel segment under the lagoon would increase substantially, compared to other tunnel segments — Challenges in developing and maintaining effective waterproofing systems around the submerged tunnel segment • Stations: Retains the 21st Street Station • Channel Crossing: <ul style="list-style-type: none"> — Below-grade LRT crossing of Kenilworth Channel — 43-foot combined width of two new bridges (pedestrian and freight); total width, including space between bridges, of 88 feet • Strengths include the following: <ul style="list-style-type: none"> — Would not require acquisition of homes and businesses in the Kenilworth Corridor — Achieves municipal goal to avoid co-locating freight rail traffic with light rail traffic at-grade along much of the length of the Kenilworth Corridor (but less than the other fourth-step Kenilworth Corridor adjustments) — Retains at-grade West Lake Station 	Dismissed

Adjustment	Full Acquisitions		Measures	Status
Long Shallow LRT Cut-and-Cover Tunnel – Under Kenilworth Lagoon	0 properties	\$305 - \$345m ^d	<ul style="list-style-type: none"> • Cost: Highest capital cost • Construction Considerations: <ul style="list-style-type: none"> — Challenging construction due to substantially constrained construction environment — Existing freight rail and trail bridges across the lagoon would need to be replaced and their replacement would need to be sequenced with the tunnel construction — Longer construction period, 2020 opening year — Closure of recreational traffic on Kenilworth Lagoon for approximately one to two years during construction — Additional emergency ventilation and intermediate emergency egress stairways compared to two shorter tunnels — Volume of groundwater pumped during construction for the tunnel segment under the lagoon would increase substantially, compared to other tunnel segments — Challenges in developing and maintaining effective waterproofing systems around the submerged tunnel segment • Stations: Eliminates the 21st Street Station • Channel Crossing: <ul style="list-style-type: none"> — Below-grade LRT crossing of Kenilworth Channel — 43-feet combined width of two bridges (pedestrian and freight); total width, including space between bridges of 88 feet • Strengths include the following: <ul style="list-style-type: none"> — Would not require acquisition of homes and businesses in the Kenilworth Corridor — Achieves municipal goal to avoid co-locating freight rail traffic with light rail traffic at-grade along much of the length of the Kenilworth Corridor — Retains at-grade West Lake Station 	Dismissed

^a Includes north and south shallow cut-and-cover tunnels (tunnels, portals, systems/support facilities), freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), LRT direct fixation track, temporary freight accommodations, Burnham Road bridge support, deduct for 21st Street Station, deduct for LRT/trail underpass at Cedar Lake Parkway; includes freight Common Elements (US-169 to Louisiana Avenue, Southerly Connector).

^b On July 9, 2014, considering a recommendation from the Corridor Management Committee (CMC), the Metropolitan Council (Council) identified additional design adjustments to the LPA within the City of Minneapolis, which were proposed in the then-draft memoranda between the Council and the City of Minneapolis. (See Appendix D, Sources and References Cited, for instructions on how to access the executed memoranda.) In summary, the additional design adjustments: (1) reduced project capital costs by eliminating the northern of the two proposed light rail tunnels in the Kenilworth Corridor (including the re-establishment of the proposed at-grade light rail station at 21st Street); (2) incorporated into the LPA a variety of bicycle and pedestrian improvements associated with proposed light rail stations in the City of Minneapolis; and (3) established the Council's and the City's intents relative to aspects of long-term property ownership and freight rail operations in the Kenilworth Corridor.

^c Includes north and south shallow cut-and-cover tunnels (tunnels, portals, systems/support facilities), freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), LRT direct fixation track, temporary freight accommodations, Burnham Road bridge support, deduct for 21st Street Station, deduct for LRT/trail underpass at Cedar Lake Parkway. Includes additional tunnel segment under Kenilworth Lagoon (tunnel, systems/support facilities), additional LRT direct fixation track, deduct for LRT bridge over Kenilworth Lagoon, deduct for portion of north tunnel and LRT direct fixation track, retention of 21st Street Station; cost shown includes freight Common Elements (US-169 to Louisiana Avenue, Southerly Connector).

^d Includes north and south shallow cut-and-cover tunnels (tunnels, portals, systems/support facilities), freight track and structures (Louisiana Avenue to Cedar Lake Junction), trail bridges & retaining walls (east of Beltline Avenue, near Penn Station), LRT direct fixation track, temporary freight accommodations, Burnham Road bridge support, deduct for 21st Street Station, deduct for LRT/trail underpass at Cedar Lake Parkway. Includes additional tunnel segment under Kenilworth Lagoon (tunnel, systems/support facilities), additional LRT direct fixation track, deduct for LRT bridge over Kenilworth Lagoon; cost shown includes freight Common Elements (US-169 to Louisiana Avenue, Southerly Connector).

Table F.5-2 identifies the design adjustments developed and evaluated within each of the four steps, including identification of their status at the completion of each step. Following is a more detailed description of each step and the design adjustments developed and evaluated within each step.

A. First-Step Evaluation

The first-step evaluation process for the Set 1 Design Adjustments in the St. Louis Park/Minneapolis Segment included the development and analysis of potential adjustments to both the existing freight rail lines and/or to the proposed light rail alignment and related improvements. However, the range of adjustments from the two efforts differ substantially: (1) the **freight rail relocation adjustments** focus almost exclusively on changes to the proposed freight rail alignment; and (2) the **Kenilworth Corridor adjustments** primarily focus on potential changes to the proposed light rail improvements within the Kenilworth Corridor.

In addition to ensuring that the project continues to meet its Purpose and Need, as outlined in Chapter 1 of the Supplemental Draft EIS, both of these efforts had the same overall objectives: (1) develop potential adjustments that meet the current freight rail operator's operational and safety requirements; (2) minimize adverse impacts to the project's surrounding environment, including avoiding or minimizing property acquisitions; and (3) minimize capital and operating costs.

The design adjustment process for the Set 1 Adjustments also included discussions with the affected railroad companies, including an examination of their existing operations and an assessment of freight rail alignment conditions between the Highway 169/Highway 62 interchange in the west to Cedar Lake Junction in the east. Key areas of concern expressed by affected freight rail companies on freight rail modifications developed within the Set 1 Adjustments included: freight rail safety related to the railroad's design and operating standards; and long-term freight rail operating complexities and costs. Draft designs of freight rail modifications that were developed during this process and that were evaluated by the affected railroad companies were dismissed from further study if one or more of the affected railroad companies determined that the draft modification would not meet their design or operational safety standards. The draft freight rail modifications that were dismissed from further study based on design or operational concerns raised by the affected railroad companies are noted within this section.

The potential freight rail relocation adjustments developed and considered involved a range of changes to the freight rail modifications envisioned under LRT 3A (as described in Section 2.3.3 of the Draft EIS). The design adjustments developed primarily focused on changes to the potential freight rail connection between the Bass Lake and MN&S spurs and, to a lesser degree, to the potential freight rail connection between the MN&S Spur and the Wayzata Subdivision.

Conversely, the Kenilworth Corridor adjustments developed focused primarily on the development and evaluation of a range of significant changes to the proposed light rail alignment within the Kenilworth Corridor, compared to those proposed under LRT 3A-1 of the Draft EIS.

The first step of the evaluation process for Set 1 Adjustments resulted in the development and evaluation of the following potential design adjustments (see Exhibit F-11):

- **Set 1 Freight Rail Relocation Adjustments**

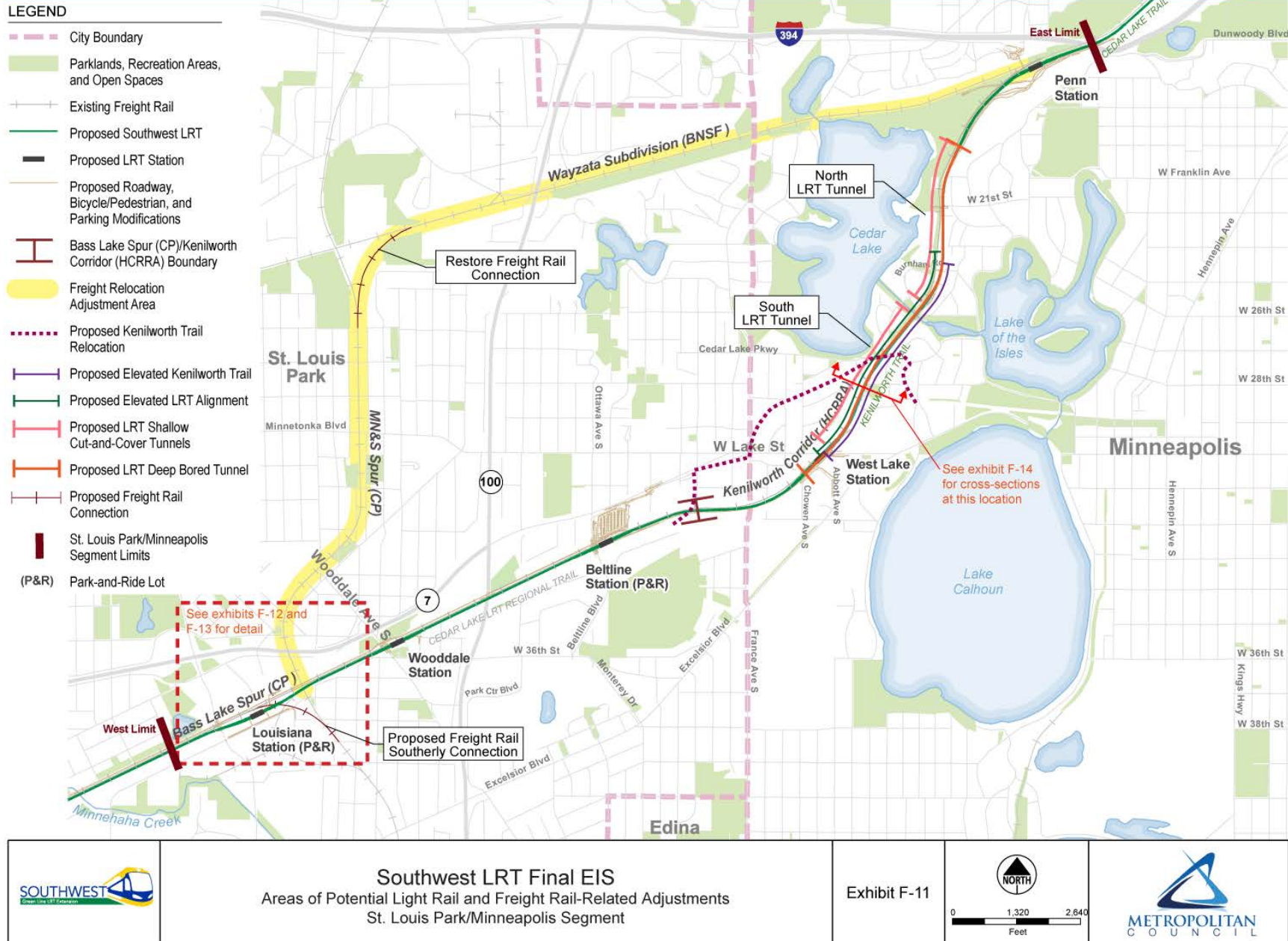
- Brunswick West – Elevated - the relocation of freight rail to the MN&S Spur and Wayzata Subdivision primarily above-grade and on new right-of-way between Bass Lake Spur and 33rd Street
- Brunswick Central – Elevated - the relocation of freight rail to the MN&S Spur and Wayzata Subdivision primarily above-grade, slightly east of Brunswick Central between Bass Lake Spur and 33rd Street

- **Set 1 Kenilworth Corridor Adjustments**

- All Modes at Grade—light rail, freight rail, and trails at-grade through Kenilworth Corridor

EXHIBIT F-11

Areas of Potential Light Rail and Freight Rail-Related Adjustments – St. Louis Park/Minneapolis Segment



- Relocate the Kenilworth Trail out of the Kenilworth Corridor—the relocation of the Kenilworth Trail between the Midtown Greenway and Cedar Lake Parkway
- Elevate the Kenilworth Trail—the placement of the Kenilworth trail on structure above the light rail alignment, east of the West Lake Street bridge to north side of Burnham Road bridge
- Elevate the Light Rail Alignment—the placement of proposed light rail alignment on an elevated structure in the Kenilworth Corridor, east of the West Lake Street bridge to north side of Burnham Road bridge
- Place the Light Rail Alignment in Shallow Cut-and-Cover Tunnels—the placement of the proposed light rail alignment within two cut-and-cover tunnels (the south tunnel segment between north of the West Lake Street bridge and south of the Kenilworth Lagoon; the north tunnel segment between north of the Kenilworth Lagoon and approximately 1,000 feet north of 21st Street) and a light rail bridge over the Kenilworth Lagoon between the two tunnels
- Place the Light Rail Alignment in Deep Bore Tunnels—the placement of the proposed light rail alignment within twin bored tunnels between west of West Lake Station and approximately 1,000 feet north of 21st Street, with West Lake Station below-grade

Set 1 Freight Rail Relocation Adjustments Considered in the First-Step Evaluation

During the Draft EIS public comment period, individuals, organizations, and jurisdictions expressed concerns with the proposed freight rail track connection in St. Louis Park that would allow for the relocation of freight rail out of the Kenilworth Corridor. In particular, TC&W, the existing freight rail operator in the Kenilworth Corridor, raised safety and operational concerns with the horizontal and vertical curvature of the proposed new connection between the Bass Lake Spur and the MN&S Spur, as well as insufficient lengths of straight track, based on their design standards for operating up to 120-car-unit trains. TC&W also noted that the proposed routing of their freight trains from the Bass Lake Spur and the Kenilworth Corridor to the MN&S Spur and the Wayzata Subdivision could adversely affect the railroad's operational costs due to track geometry, increased track distances, and operating environments.

Based on those and other comments received on the Draft EIS, the project team developed a variety of design adjustments to allow for the relocation of freight rail service, while balancing two primary objectives: design the connection to meet the safety and operational design standards of the affected railroads; and maintain the adjusted freight rail alignment within the existing right-of-way as much as possible. This effort focused on adjustments to the potential freight rail connection between the Bass Lake and MN&S spurs and adjustments to the track alignment along the MN&S Spur to the reconstructed connection to the Wayzata Subdivision.

Step one of this design development and evaluation process utilized the public involvement, agency coordination, and freight rail coordination efforts described in Section 2.0 of this appendix. The process, which generally spanned from February to June 2013, used a systematic approach to the development and evaluation of design adjustments to the freight rail relocation design under LRT 3A that the Draft EIS was based on and that representatives of freight railroads objected to during the Draft EIS public comment period, specifically citing safety and railroad operations and economic concerns. The design of the adjustments that would have relocated freight rail from the Bass Lake Spur and the Kenilworth Corridor and onto the MN&S Spur and the Wayzata Subdivision changed through this systematic process of design development by project staff and review and comment on the revised design by others, including the representatives of the affected freight rails. The review of the draft designs by representatives of the affected freight railroads, especially related to design and operational safety, played a key role in the development of the freight rail relocation design adjustments. In general, that design development process for freight rail relocation adjustments went through the following steps before two potential design adjustments were identified as likely meeting the design and operational safety requirements of the affected railroads (which are described below and are termed the Brunswick West and Brunswick Central):

1. **Draft EIS MN&S.** The starting point for the freight rail relocation design adjustment process was the design of freight rail modifications described in the Draft EIS under LRT 3A. This design would have

provided a northern connection between the Bass Lake Spur and the MN&S Spur via a new freight rail connection, allowing freight rail service to be rerouted from the Bass Lake Spur east of the MN&S Spur and the Kenilworth Corridor, onto the MN&S Spur and the Wayzata Subdivision. The design of that connection (see Appendix F of the Draft EIS) was found to have safety and operational concerns by representatives of the affected freight railroads. The safety concerns were based on freight rail alignment curves and grades. Out of the nine curves associated with the design, four had high compensated grades (between 1.6 and 1.8 percent) and one curve was sharper than 6 degrees. Based on the safety and operational issues raised, the Draft EIS MN&S design was dismissed from further consideration.

2. **MN&S Modified.** Project staff prepared a modified MN&S design, based on the design from the Draft EIS, with the following changes: all horizontal curves are adjusted to be less than or equal to 6 degrees, maximum compensated grades are 0.91 percent, the alignment crosses Highway 7 on a new freight rail bridge and the horizontal and vertical alignment in the vicinity of the existing Minnetonka Blvd. bridge is adjusted. Representatives from affected railroads noted that the reverse horizontal curves located immediately north of the Bass Lake Spur on the proposed relocation route would not provide sufficient tangent (i.e., straight) track length to allow for the safe operations of their trains and, while the design was an improvement over the Draft EIS MN&S design, the reverse curve would render the design unacceptable due to the potential for derailment of freight rail cars navigating the curves.
3. **Brunswick East.** Developed and evaluated concurrently with the Brunswick West – At Grade and the Brunswick Central – At Grade alignments, the Brunswick East design eliminated the reverse curves in the MN&S Modified design. Further, the design would extend the existing MN&S tangent alignment south, connecting to the Bass Lake Spur with a 4-degree curve with maximum compensated grades of 0.80 percent. The alignment would run on an earth retaining structure on the Bass Lake Spur, cross over Highway 7 and Wooddale Avenue on bridge, run on earth retaining structure generally parallel to Brunswick Avenue, cross over Lake Street on bridge. This design was dismissed from further consideration for two key reasons: 1) representatives of the effected freight railroads expressed the same safety concerns expressed for the Draft EIS MN&S design, particularly the presence of reverse curves and inadequate tangent track length for the through movement on the MN&S that could lead to derailment of freight trains; and 2) the design would potentially result in the displacement of approximately 55 residential properties, the Park Spanish Immersion School, and one commercial building.
4. **Brunswick West – At-Grade.** Developed and evaluated concurrently with the Brunswick East and the Brunswick Central – At Grade designs, the Brunswick West – At Grade design would connect to the MN&S tangent alignment south of Minnetonka Boulevard, introducing a 4 degree curve. It would also place a tangent section of track through the Orioles Stadium (a Section 4(f) property) and it would cross the north west corner of the Xcel substation, tying into the Bass Lake Spur near Louisiana Avenue South with a 4 degree curve. This design would include at-grade freight rail crossings of Library Lane and West Lake Street/Dakota Avenue South. This design was dismissed from further consideration due to safety concerns raised by the affected railroads due to the associated at-grade crossings and the additional horizontal and vertical curves that could lead to rail car decoupling and/or train derailments.
5. **Brunswick Central – At-Grade.** Developed and evaluated concurrently with the Brunswick East and the Brunswick West – At Grade designs, the Brunswick Central – At Grade design would connect to the existing MN&S tangent track alignment south of Minnetonka Boulevard, introducing a 4 degree curve that would cross Brunswick Avenue at grade and that would continue on tangent track crossing West Lake Street and Wooddale Avenue South at grade. This design was dismissed from further consideration due to safety concerns raised by the affected railroads due to the associated at-grade crossings and the additional horizontal and vertical curves that could lead to rail car decoupling and/or train derailments.
6. **Brunswick West (Elevated).** The Brunswick West – At Grade design was modified to place the freight rail alignment between Highway 7 and 33rd Street on an elevated profile with bridge and earth retaining structures, thereby eliminating the at-grade crossings of Library Lane and West Lake Street/Dakota Avenue South and minimizing the vertical curves. This modified design was found acceptable to

representatives from the effected freight railroads and was advanced into the first step evaluation (its more detailed description follows).

7. **Brunswick Central (Elevated).** The Brunswick Central – At Grade design was modified to place the freight rail alignment between Highway 7 and 33rd Street on an elevated profile with bridge and earth retaining structures, thereby eliminating the at-grade crossings of Brunswick Avenue, West Lake Street and Wooddale Avenue South and minimizing the vertical curves. This modified design was found acceptable to representatives from the effected freight railroads from a geometric perspective and was advanced into the first step evaluation (its more detailed description follows).






The adjustments developed for the potential freight rail connection at the conclusion of the freight rail relocation design development process were termed Brunswick Central and Brunswick West (see Exhibits F-12 and F-13, respectively) and are described as follows:

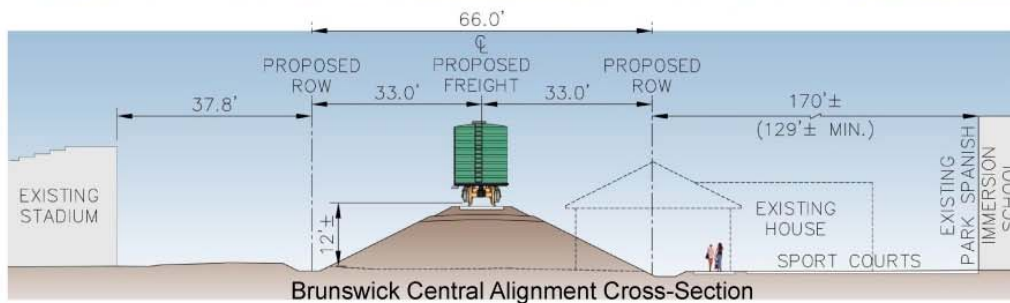
- **Brunswick Central (Elevated).** The Brunswick Central freight rail relocation adjustment was developed to minimize impacts to commercial, residential, and public properties associated with the Brunswick West alignment. This design adjustment would shift the existing MN&S rail tracks to the east, south of Highway 7, replacing the current freight rail bridge over the Bass Lake Spur and realigning the MN&S Spur between Bass Lake Spur and 33rd Street on new railroad right-of-way elevated on bridge and earth retaining structures. Under the Brunswick Central design adjustment, the potential freight rail connection would be elevated to minimize the number of vertical curves and vertical grade changes and flatten horizontal curves needed to meet the railroad operator's operational and safety requirements. This design adjustment would require full or partial acquisition of approximately 32 residential, business, or public properties; two new structures over Highway 7; and a new freight rail structure over the MN&S Spur. Both Highway 7 and the frontage road would be lowered approximately five feet to provide the required vertical bridge clearance over Highway 7. This design adjustment would result in relocating the Park Spanish Immersion School playground, a property that would likely meet the qualifications for protection under Section 4(f). Under this design adjustment, all freight rail street crossings would be grade-separated, except for an at-grade crossing at 28th Street. Underpasses would allow the Spanish Immersion School to retain access to Oriole Field and would provide vehicle, bicycle, and pedestrian access at other locations where the freight alignment would be elevated on retained fill (which is the construction of retaining walls to support fill where tracks are raised above existing grade). New freight rail bridges would be constructed over, Wooddale Avenue, 34th Street, and Lake Street. The modified freight rail alignment would generally meet up with the existing MN&S Spur alignment east of Brunswick Avenue South, in the vicinity of West 32nd Street, with relatively minor modifications to the existing tracks. Those modifications would be to the elevation of the existing freight rail tracks to accommodate the connection between the new and existing alignment. Finally, there would be a restored freight rail connection made between the MN&S Spur and the Wayzata Subdivision.
- **Brunswick West (Elevated).** The Brunswick West freight rail relocation adjustment would provide a freight rail connection between the Bass Lake and MN&S spurs that would meet the freight rail operators' design and safety standards for horizontal and vertical track curvature. The vertical profile of this alignment would require the freight rail track to be elevated between the Bass Lake Spur and approximately 33rd Street on bridge and earth retaining structures. However, the design adjustment would require full or partial acquisition of approximately 46 residential, business, or public properties; construction of freight rail bridge structures; lowering of the south frontage road at Highway 7; and reconfiguration of several local roads that would be severed due to the adjusted freight rail alignment. The Brunswick West freight rail relocation adjustment would realign and re-establish the MN&S tracks between the Bass Lake Spur and 33rd Street on a new freight rail right-of-way. The alignment would also include realignment of the MN&S Spur to the south of the Bass Lake Spur. It also would displace Oriole Stadium, which serves as St. Louis Park High School's football field and as a community recreation facility and most likely would meet the qualifications for a Section 4(f)-protected property. The Brunswick West alignment would also close through access at Walker Street/Library Lane and would realign Lake Street from Walker Street to Dakota Avenue. It would also require additional roadway modifications to

EXHIBIT F-12

Brunswick Central - Elevated Freight Rail Relocation Adjustments

LEGEND

-  Proposed Brunswick Central Freight Rail Relocation Alignment
-  Existing Freight Rail
-  Proposed Removal of Freight Rail
-  Proposed Southwest LRT
-  Cross Section Location



Southwest LRT Final EIS
Brunswick Central Freight Rail
Relocation Adjustments

Exhibit F-12

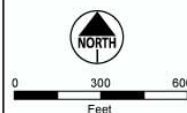
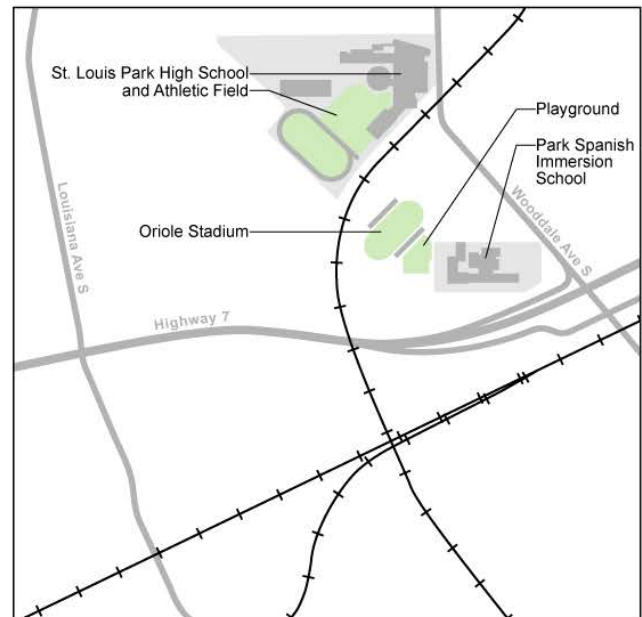


EXHIBIT F-13

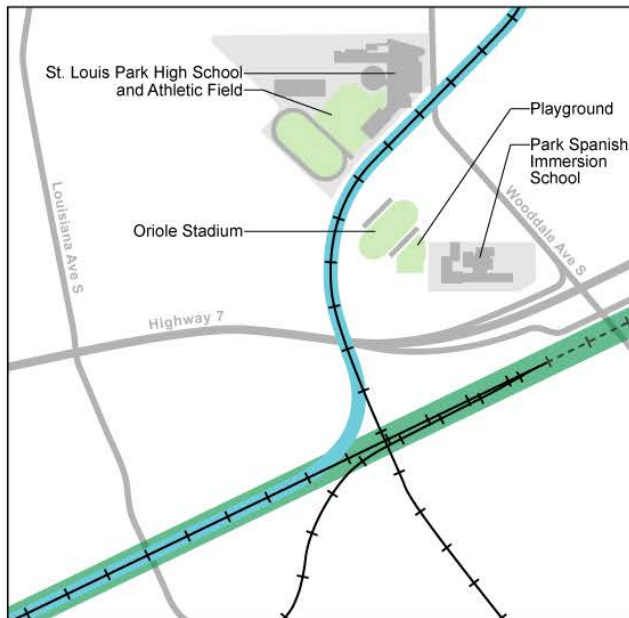
Draft EIS and Brunswick West Freight Rail Relocation Adjustments

LEGEND

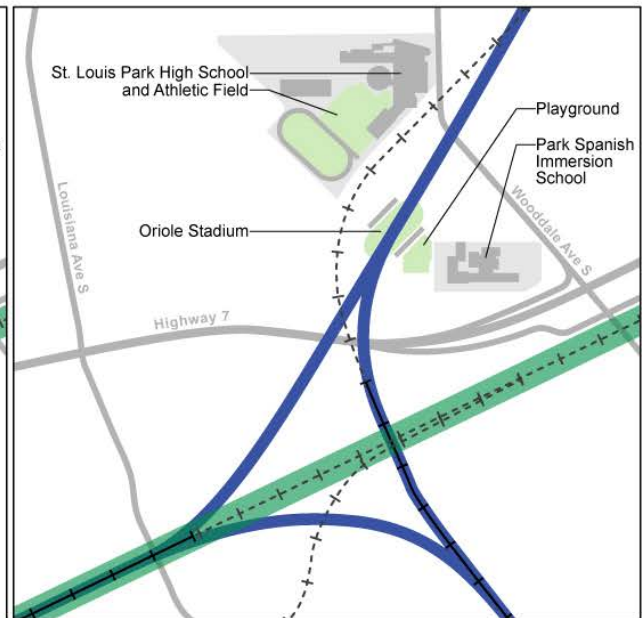
-  Proposed Draft EIS Freight Rail Relocation Alignment
-  Proposed Brunswick West Freight Rail Relocation Alignment
-  Existing Freight Rail
-  Proposed Removal of Freight Rail
-  Proposed Southwest LRT




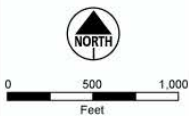

Existing Freight Rail Alignment



Draft EIS Relocation Design



Proposed Brunswick West Alignment

	Southwest LRT Final EIS Draft EIS and Brunswick West Freight Rail Relocation Adjustments	Exhibit F-13		
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continue to provide vehicular access to the high school's athletic field. The modified freight rail alignment would generally meet up with the existing MN&S Spur alignment east of Brunswick Avenue South, in the vicinity of West 32nd Street, with relatively minor modifications to the existing tracks. Those modifications would be to the elevation of the existing freight rail tracks to accommodate the connection between the new and existing alignment. Finally, there would be a restored freight rail connection made between the MN&S Spur and the Wayzata Subdivision.

Set 1 Kenilworth Corridor Adjustments Considered in the First-Step Evaluation

Concurrent with the potential freight rail relocation adjustment process, the project team reviewed comments submitted on the Draft EIS and advanced design activities to identify adjustments that would allow freight rail to continue operations in the Kenilworth Corridor.

As described in the Draft EIS, under LRT 3A-1, TC&W trains would not have been rerouted from the Kenilworth Corridor to the MN&S Spur and Wayzata Subdivision. Instead, the proposed double-tracked light rail alignment would be located adjacent to the existing Bass Lake Spur until entering the Kenilworth Corridor, where the light rail alignment would run parallel to the current single freight rail track and the Kenilworth Trail. Based on the conceptual design at the time, the Draft EIS analysis reflected a 94-foot cross section for LRT 3A-1 in the Kenilworth Corridor. Because of the limited width of the existing HCRRA-owned Kenilworth Corridor right-of-way at several locations, LRT 3A-1 would have resulted in the acquisition of approximately 55 residential and two commercial properties. Responding to a wide variety of comments on the Draft EIS, the project team developed and evaluated a range of design adjustments to the LRT 3A-1 that would allow for freight rail service to be retained within the Kenilworth Corridor along with the proposed light rail alignment and related improvements.

The project team developed and evaluated five potential design adjustments in addition to advancing the conceptual design of LRT3A-1 from the Draft EIS that would have placed the freight rail, light rail, and trail alignments at-grade throughout the Kenilworth Corridor.³ The six potential design adjustments developed and evaluated for the Kenilworth Corridor, that would retain freight rail within the corridor, are briefly described below, and are illustrated on Exhibits F-11 and F-14 of the Supplemental Draft EIS:

- **All Modes at-Grade.** As previously noted, the conceptual design of LRT 3A-1 in the Draft EIS would have placed the existing freight rail and Kenilworth Trail alignments and the proposed light rail alignment at-grade within the Kenilworth Corridor. The cross section of this design was adjusted based on additional information from the railroad operator⁴ and on consideration of the potential acquisition of BNSF-owned right-of-way located immediately west of the Kenilworth Corridor. The adjusted typical cross section for this placing all modes at-grade within the Kenilworth Corridor would require 81 feet of right-of-way and would have required full acquisition of approximately 26 residential properties.
- **Relocate the Kenilworth Trail out of the Kenilworth Corridor.** This potential adjustment would generally require a typical cross-section width of approximately 61 feet for the existing freight and proposed light rail alignments. In summary, this design adjustment would avoid full residential property acquisitions but would likely require some partial property acquisitions and the construction of a new trail route from Inglewood Avenue South to Cedar Lake Parkway, including at-grade crossing or trail overpass structures over Highway 25 and France Avenue.
- **Elevate the Kenilworth Trail.** This potential adjustment generally requires a typical cross-section width of approximately 61 feet. The trail structure would be south of and parallel to the existing right-of-way north of West Lake Street and south of Burnham Road. At these locations, the trail would be elevated on retained fill, transitioning to bridge structure across the freight rail and light rail alignments. The trail

³ A single-track light rail alignment within the most constrained sections of the Kenilworth Corridor was considered and dismissed due to unacceptable constraints that it would place on operating light rail service in the Southwest and Central corridors.

⁴ These adjustments were unable to achieve a 25-foot clearance envelope between the centerline of the freight track and the right-of-way line. TC&W reviewed their existing operating clearance envelope within the Kenilworth Corridor, which is a minimum of 12 feet. TC&W has indicated that the existing operating clearance is acceptable.

would be elevated approximately 30 feet above-grade, with a 20-foot-wide trail surface supported by eight-foot-wide piers. This option would not require any full residential property acquisitions, but it would require the construction of an elevated trail structure, including an ADA-accessible connection to Cedar Lake Parkway.

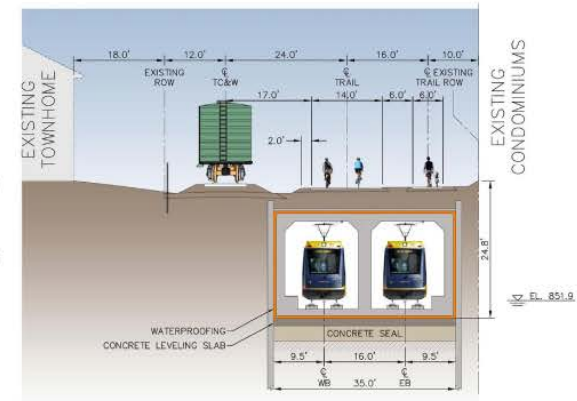
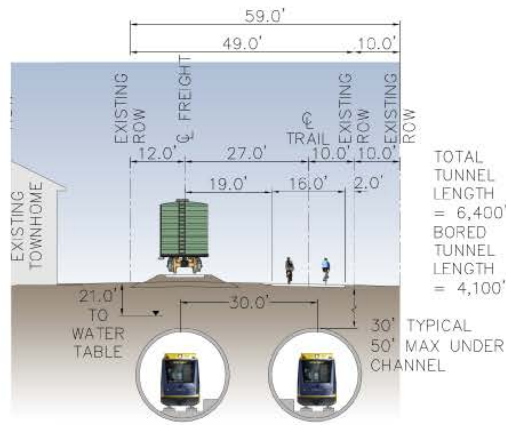
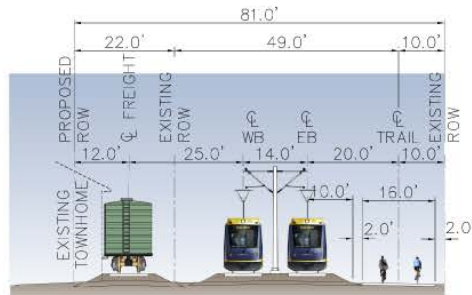
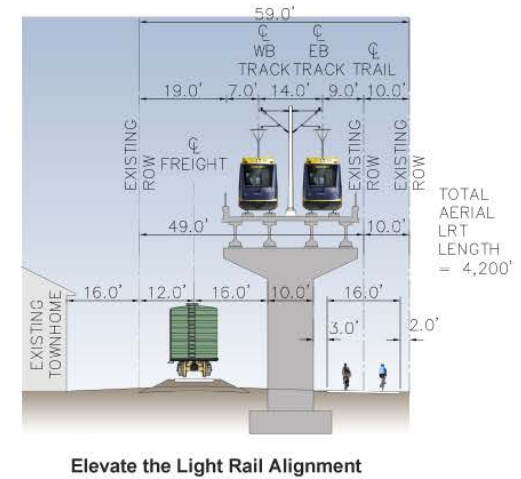
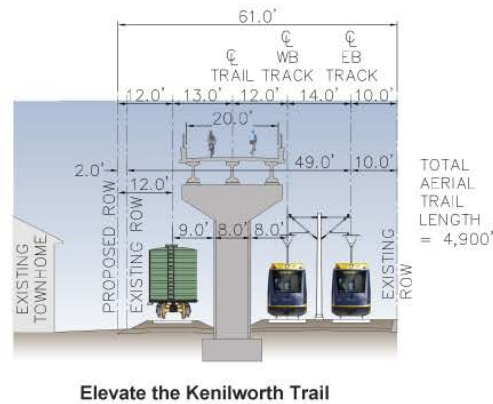
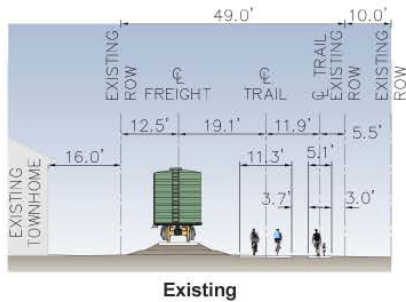
- **Elevate the Light Rail Alignment.** This potential adjustment would require a typical cross section of approximately 59 feet. The proposed light rail structure would be approximately 3,000 feet long with 10-foot-wide bridge piers. Generally, the light rail structure would be located between the Midtown Greenway and Burnham Road and would be approximately 35 feet high. This design adjustment would not result in any full residential property acquisitions.
- **Shallow LRT Tunnels – Over Kenilworth Lagoon.** This potential adjustment would result in a typical cross section of approximately 62 feet for the at-grade freight rail and trail alignments where the double-tracked light rail alignment would be within the two tunnels. The two light rail tunnels would generally be within the Kenilworth Corridor (with some relatively minor exceptions). In general, the tunnels would be located under the reconstructed Kenilworth Trail (Exhibit F-14 illustrates a typical cross section), with depth of cover ranging from 6 feet to 8 feet. Exhibit F-15 A/B illustrates the general construction sequence that would be used to construct the LRT tunnels using a cut-and-cover construction technique. The south light rail tunnel would extend approximately 2,200 feet from just north of West Lake Street to approximately 400 feet south of the Kenilworth Lagoon, which is a constructed channel connecting Lake of the Isles to Cedar Lake. The light rail alignment would rise back to grade to cross the lagoon on a new bridge with approximately the same vertical clearance over the lagoon as is provided today under the existing freight rail and Bicycle and pedestrian trail bridges. After crossing the lagoon, the light rail alignment would descend and enter the north tunnel approximately 600 feet north of the lagoon. The north light rail tunnel would extend for approximately 2,500 feet, rising back to the surface approximately 1,000 feet north of 21st Street. Due to the relatively high cost of a tunnel station construction and the relatively low ridership projected at the proposed 21st Street Station, the design refinement eliminated the station. Each end of the two tunnels would include portal areas that would span approximately 300 to 500 feet, which would provide for the transition between the at-grade and tunnel alignments. Fencing and other facilities would protect the tunnel portals from unauthorized entry. This design adjustment would not result in any full residential property acquisitions.
- **Deep Bore LRT Tunnels.** Under this potential design adjustment, a portion of the proposed light rail alignment in the Kenilworth Corridor would be in two parallel tunnels that would be approximately 30 to 50 feet deep. The two parallel tunnels would be constructed using boring machines and each tunnel would be approximately 5,900 feet long. The tunnels' south portal would be north of West Lake Street and the north portal would be approximately 1,000 feet north of 21st Street. Each of the two light rail tunnels would be approximately 20 feet in diameter, with the depth of cover ranging from 30 feet at the West Lake Station to approximately 50 feet where the tunnels would cross under the Kenilworth Lagoon (30 feet from the Kenilworth Lagoon water surface elevation). This potential design adjustment would require a typical cross section in the Kenilworth Corridor of 59 feet to accommodate the at-grade freight rail and trail alignments where the light rail alignment would be within the two parallel tunnels. The deep bore tunnel would also require an underground station at West Lake Street,⁵ as well as reconstruction of the existing West Lake Street bridge over the Kenilworth Corridor and the approaches to the bridge (generally between Market Plaza and Drew Avenue South).⁶ Due to the relatively high cost

⁵ Under the Deep Bore LRT Tunnels adjustment, an at-grade station at West Lake Street would require the tunnel portal to be located north of the West Lake Street bridge, which would result in the acquisition and displacement of residential properties in this area.

⁶ Due to various constraints (such as existing development on either side of the roadway and the conflict of existing bridge piers in relationship to the proposed tunnel), West Lake Street, generally between Market Plaza and Chowen Avenue South, would be closed to through traffic for approximately 12 to 18 months to allow for demolition of the existing bridge and approaches and for construction of the new bridge and approaches.

EXHIBIT F-14

Kenilworth Corridor Adjustments Considered



Conceptual Design from the Draft EIS (All Modes At-Grade)

Relocate the Kenilworth Trail out of the Kenilworth Corridor
(see Exhibit F-11 for trail relocation route)

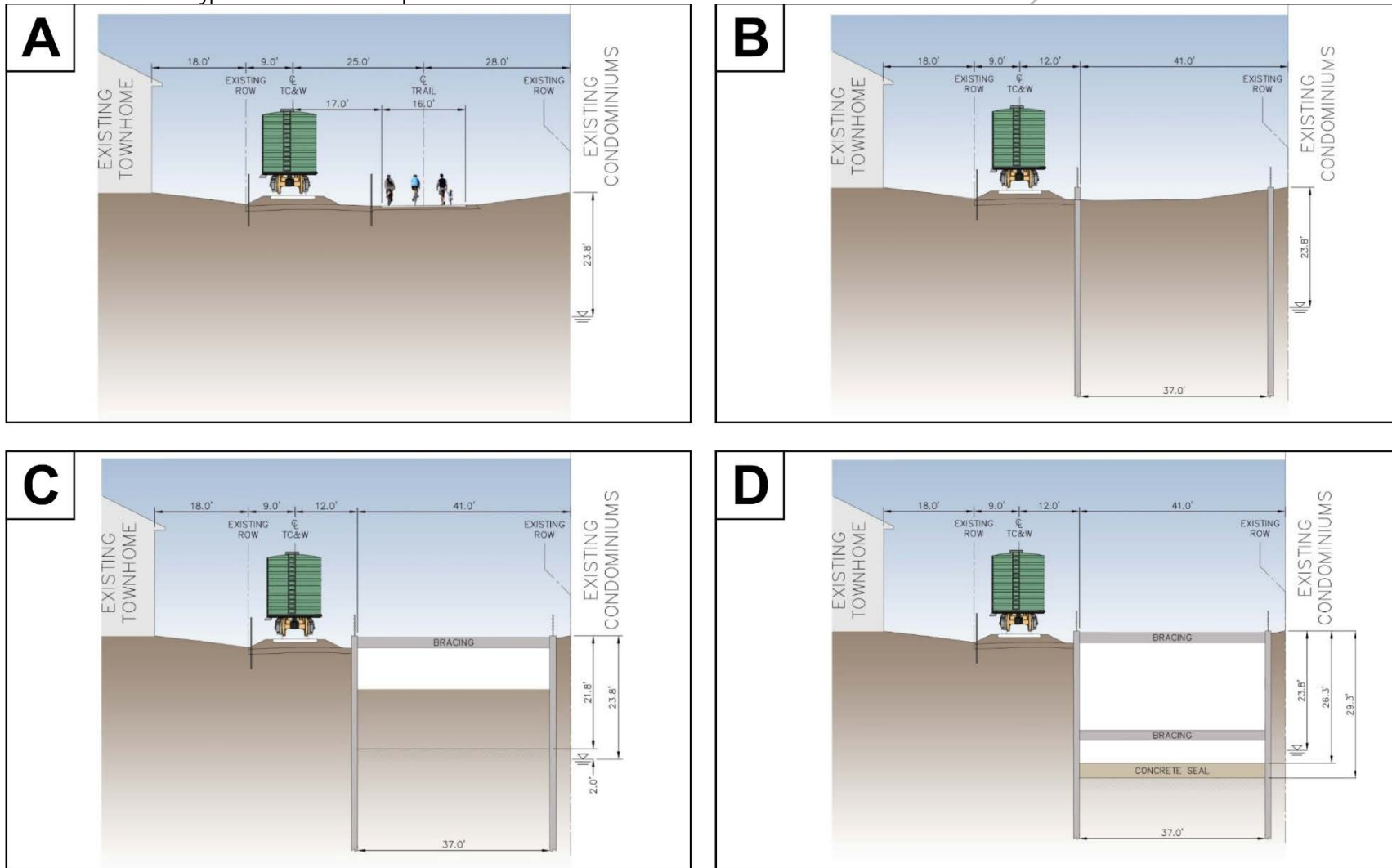
Place LRT in Deep Bored Tunnels

Place LRT in Shallow Cut-and-Cover Tunnel

	<p align="center">Southwest LRT Final EIS Kenilworth Corridor Adjustments Considered</p>	<p align="center">Exhibit F-14</p>		
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EXHIBIT F-15A

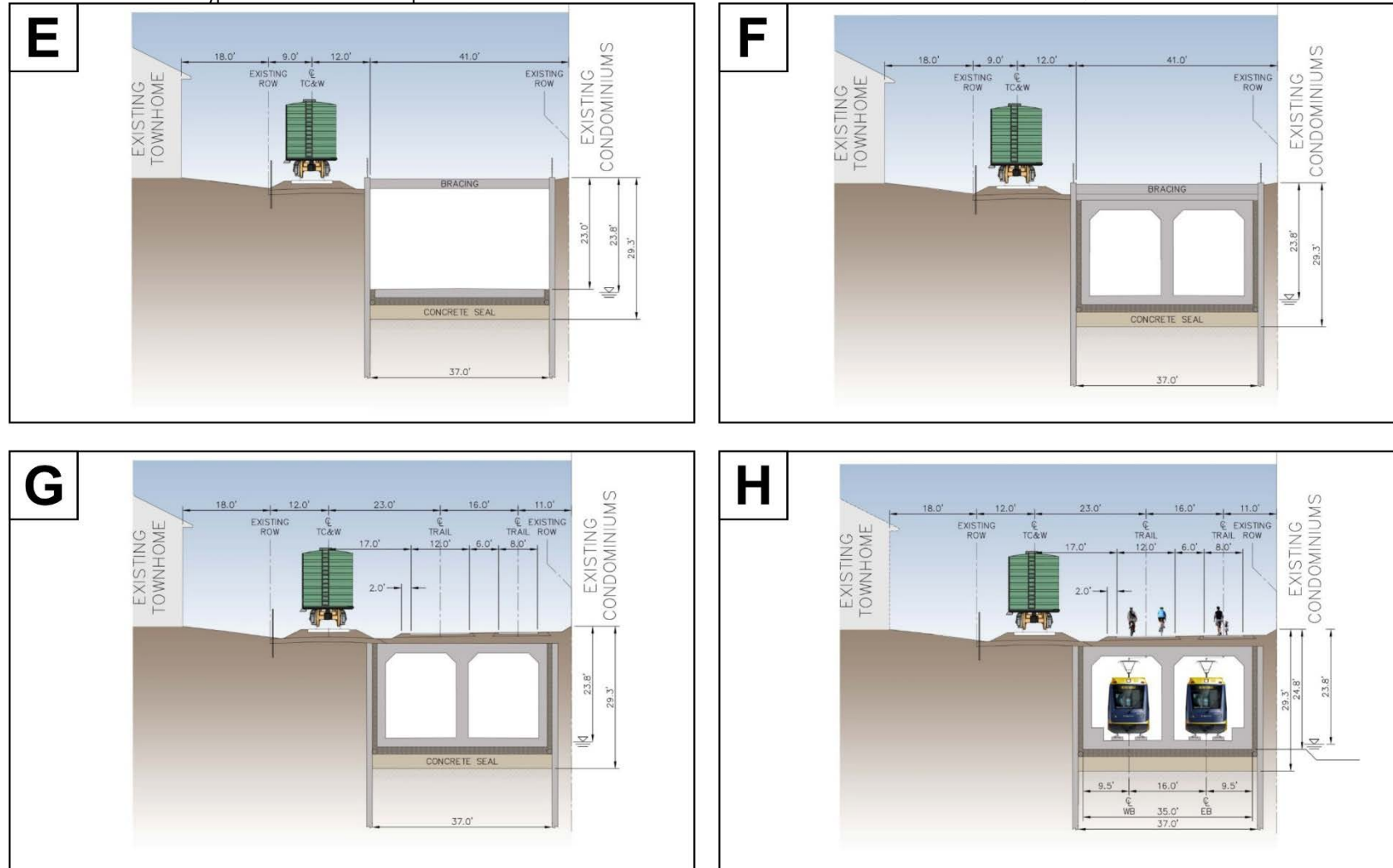
Shallow LRT Tunnel Typical Construction Sequence



	<p align="center">Southwest LRT Final EIS Shallow LRT Tunnel Typical Construction Sequence St. Louis Park/Minneapolis Segment</p>	<p align="center">Exhibit F-15A</p>	
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EXHIBIT F-15B

Shallow LRT Tunnel Typical Construction Sequence



	<p>Southwest LRT Final EIS Shallow LRT Tunnel Typical Construction Sequence St. Louis Park/Minneapolis Segment</p>	<p>Exhibit F-15B</p>	
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of a tunnel station construction and the relatively low ridership projected at the proposed 21st Street Station, this design refinement would eliminate the 21st Street Station. This potential design adjustment would not require any full residential property acquisitions.

Conclusion of the First-Step Evaluation

During the first step of evaluation, the Council held public open houses during July 2013 to present the design adjustments developed to date and to receive comments on those potential adjustments. Primary concerns raised through that process included noise, visual effects on adjacent residences, and narrower distances between residential properties and proposed rail or light rail tracks. The design adjustments developed during the first-step evaluation were also reviewed by the CAC and BAC and were presented to the St. Louis Park and Minneapolis city councils and to the St. Louis Park School Board.

Based on the evaluation measures prepared for the first-step evaluation, provided in Tables F.5-2 and F.5-3, the public and agency comments received and the committee recommendations made, the range of potential freight rail relocation and Kenilworth Corridor adjustments were narrowed to the following for further study in the second-step evaluation:

- Freight Rail Relocation with Brunswick Central Alignment Adjustment
- Kenilworth Corridor Shallow LRT Tunnels
- Kenilworth Corridor Deep Bore LRT Tunnel

B. Second-Step Evaluation

Relatively minor changes were made to the potential design adjustments in the St. Louis Park/Minneapolis Segment during the second-step evaluation. For example, additional design detail was added or modified, in response to questions or requests from jurisdictions, to meet a specific design requirement or to avoid or minimize an identified adverse environmental impact. Additional elements were included in the designs, such as additional pedestrian access points under the Brunswick Central adjustment, and minor modifications to the location of crash walls between the proposed freight rail and light rail alignments and fencing details at the tunnel portals were added to the tunnel alignments.

The Council used the criteria and the measures reported in Table F.5-5 to evaluate the three potential freight rail-related design adjustments to the LPA. Based on the evaluation measures prepared for the second-step evaluation, the Deep Bore LRT Tunnel adjustment was dropped from the third-step evaluation, as recommended by the CMC. In summary, the Deep Bore LRT Tunnel adjustment was dismissed from further study based upon the following:

- Highest capital costs, which would likely be economically infeasible at the regional level
- Demolition and reconstruction of the existing West Lake Street bridge over the Kenilworth Corridor and approach spans to the bridge, generally between Market Plaza and Chowen Avenue South, which would require the closure of West Lake Street bridge and approach spans to the bridge for approximately 12 to 18 months, resulting in rerouting of approximately 26,500 vehicle trips per average weekday
- Walk access time to and from West Lake Station, which would be the highest ridership station, would increase by approximately one minute due to additional time to access below ground station, resulting in reduced transit ridership at that station
- Increased operating and maintenance costs associated with an underground West Lake Station
- Longer and deeper transition areas with retaining walls between the proposed at-grade light rail alignment and the two tunnel portals, which would lead to additional adverse impacts to visual quality and aesthetics in the Kenilworth Corridor
- Large construction staging areas and access pits at the two tunnel portals, which would generate noise and dust from construction equipment and trucks delivering supplies and removing spoils from the tunnel, and additional short-term adverse impacts to visual quality and aesthetics in the Kenilworth Corridor

- Reconstruction of the existing freight rail and light rail bridges across the Kenilworth Lagoon and the adverse effects of those construction activities would not be avoided
- Potential risk of settlement to existing buildings and other structures immediately adjacent to the deep bore tunnels

C. Third-Step Evaluation

The third step of evaluation involved the detailed comparison of the Freight Rail Relocation Brunswick Central and the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustments. Based on a recommendation adopted by the CMC in October 2013, the analysis concluded that the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustments would provide the best balance of costs, benefits, and environmental impacts, compared to the Freight Rail Relocation Brunswick Central adjustments. In summary, the advantage of the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustment is that it would avoid the various adverse impacts associated with the Freight Rail Relocation Brunswick Central design, including: additional capital costs; the full acquisition of approximately 32 residential, commercial, and institutional parcels; the use of the Park Spanish Immersion School playground; increased wetland impacts, and the adverse visual, neighborhood, and community cohesion impacts resulting from the construction of elevated freight rail track alignment and structures associated with the modified freight rail alignment in the vicinity of St. Louis Park High School. By comparison, the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustment would not result in the full acquisition of any residential, commercial, or institutional properties or displacement of residences or commercial/institutional buildings, or uses. The third-step evaluation measures are summarized in Table F.5-6. As a result of the third-step evaluation, the Freight Rail Relocation Brunswick Central design adjustment was dismissed from further study and the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustment was advanced into the fourth-step evaluation (see Exhibit F-16).

D. Fourth-Step Evaluation

The fourth step of evaluation was initiated in October 2013 and involved three primary components: (1) preparation of the independently-prepared *SWLRT Engineering Evaluation of Freight Rail Relocation Alternatives* (TranSystems, 2014),⁷ which identified the MN&S North design adjustment for further evaluation; (2) the development and evaluation of variations of the Shallow Cut-and-Cover Tunnels design adjustment; and (3) additional design adjustments reflected in a memorandum of understanding between the Council and the City of Minneapolis (see Appendix D, Sources and References Cited, for instructions on how to access the executed memorandum). Following is a description of the design concepts considered in the fourth-step evaluation and a summary of how they were evaluated by the Council.

Independent Engineering Evaluation of Freight Rail Relocation

The first component of the fourth step of evaluation was the independent study commissioned by the Council to provide an analysis of previously studied freight rail relocation designs that would provide for the rerouting of TC&W freight rail trains out of the Kenilworth Corridor and identification of any potential new design adjustments or concepts.⁸ In particular, the study, which was performed by TranSystems, consisted of an analysis of the technical, safety, and operational considerations of eight options that would allow for the rerouting of TC&W freight trains that were developed in prior freight rail studies and two additional concepts developed by the Southwest LRT Project Office (SPO) during the first step of the four-step evaluation process. The scope of the analysis generally covered the following: identification of operational cost drivers; identification of community and other impacts; and assessment of possible operational adjustments.

⁷ The report was funded by the Council and the Council submitted comments on the draft report during its public comment period. However, the report was independently prepared by TranSystems and the Council did not have editorial control over the report. See Appendix D for details on how to access the final report.

⁸ The Council also commissioned an independent review of the project's prior groundwater studies in the Kenilworth Corridor related to the Shallow LRT Tunnels adjustments, documented in the *Southwest Light Rail Transit: Kenilworth Shallow LRT Tunnels Water Resources Evaluation* (Burns & McDonnell, 2014). See Appendix D for a link to the final report.

The TranSystems analysis and report evaluated the following options for relocation of freight rail from the Kenilworth Corridor:

- Far Western Minnesota Connection – Appleton to Benson (Exhibit F-17)
- Western Minnesota Connection – Granite Falls to Willmar (Exhibit F-18)
- Chaska Cutoff (Exhibit F-19)
- Highway 169 Alignment to Burlington Northern Santa Fe (Exhibit F-20)
- Midtown Corridor (Exhibit F-21)
- United Transportation Route (Exhibit F-22)
- MN&S South Connection with Union Pacific (Exhibit F-23)
- MN&S North (Source: TranSystem’s Concept) (Exhibit F-24)

The draft *SWLRT Engineering Evaluation of Freight Rail Relocation Alternatives* was issued by independently by TranSystems on January 30, 2014, which initiated a public comment period on the draft report. The public comment period extended through March 12, 2014 and it included town hall meetings on February 10 and 12, 2014.

Exhibits F-22 and F-23 from TranSystem’s independent *SWLRT Engineering Evaluation of Freight Rail and Relocation Alternatives* report illustrate TranSystem’s evaluation of the freight rail relocation designs. As represented in the exhibits, TranSystems conducted their evaluation within a two-tiered process. In summary, TranSystem’s independent *SWLRT Engineering Evaluation of Freight Rail and Relocation Alternatives* report made the following recommendations:

1. The study finds that five of the freight rail relocation options evaluated are “fatally flawed” for a variety of reasons, primarily related to an assessment showing that the affected freight rail operators would not find them acceptable due to economic, operations, or safety concerns. As such, the report does not recommend any additional study of those five options:
 - Far Western Minnesota Connection – Appleton to Benson (Exhibit F-17)
 - Western Minnesota Connection – Granite Falls to Willmar (Exhibit F-18)
 - Chaska Cutoff (Exhibit F-19)
 - Highway 169 Alignment to Burlington Northern Santa Fe (Exhibit F-20)
 - MN&S South Connection with Union Pacific (Exhibit F-23)
2. In addition, the independent report does not recommend further study of three other freight rail options that it evaluated, primarily due to significant impediments to their implementation. The final report finds that, while the Brunswick Central alignment was acceptable to the affected freight rail operator from an operational, economic, and safety perspective, it was dismissed from further study (in step three of the evaluation) due to its wide range of adverse impacts. The final report also finds that an option termed the MN&S South, which would connect the Bass Lake Spur south to the MN&S Spur, might be able to be designed to meet engineering standards, but that it “would face severe obstacles with respect to property acquisition and permitting...” (TranSystems, 2014; page 34). Finally, due to several identified implementation challenges, the report does not recommend further study of the Midtown Corridor. The identified challenges include: likely “significant” capital costs; the corridor is listed on the National Register of Historic Places and two bridges on the alignment are on park land; and it may “complicate or thwart plans for a streetcar in the corridor.” (TranSystems, 2014; page 19)
3. TranSystems independent report concluded that a range of designs included within what it termed the Kenilworth Corridor – Co-Location (including the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustment) constituted a “viable route,” warranting further development and study.⁹

⁹ The independent TranSystems final report also concluded that “above-ground options [in the Kenilworth Corridor] present an insurmountable engineering challenge.” Further, the final report “defers to [others] to offer conclusions regarding the engineering for the shallow tunnel option.” (*SWLRT Engineering Evaluation of Freight Rail and Relocation Alternatives* – TranSystems; March 2014; page 24).

4. The independent study by TranSystems also resulted in the identification of an additional freight rail relocation alignment in the vicinity of St. Louis Park High School that could potentially accommodate the relocation of freight rail from the Kenilworth Corridor to the MN&S Spur and the Wayzata Subdivision. The report recommends that this design adjustment receive further consideration by the Council. This freight rail modification design adjustment, which has many similarities to other options previously developed and considered by the Council, was termed the MN&S North design adjustment (see Exhibit F-24).

Following is a description of the MN&S North design adjustment:¹⁰

- **MN&S North.** The MN&S North freight rail relocation adjustment was developed to avoid or minimize the adverse impacts of the elevated and straightened freight rail alignment between Highway 7 and 34th Street and the adverse impacts to commercial, residential, and public properties associated with the Brunswick Central design adjustments. The MN&S North design adjustment would maintain the existing MN&S rail tracks south of Highway 7, including the current freight rail bridge over the Bass Lake Spur to a connection with the existing freight rail alignment between Library Lane and Dakota Avenue. Under the MN&S North design, the potential freight rail connection between the Bass Lake Spur and the MN&S Spur would begin with an elevated grade on bridge structure on the Bass Lake Spur west of Louisiana Avenue, with the freight rail alignment continuing east on bridge structure over the west corner of the Xcel Substation and across Highway 7, matching existing grades at Library Lane and connecting to the existing MN&S alignment between Library Lane and Dakota Avenue. Approximately 800 feet of tangent (i.e., straight) track would be provided between two reversing curves located between the Bass Lake Spur and the existing MN&S. This design adjustment would require full or partial acquisition of approximately 20 residential, business, or public properties and a new structure over Louisiana Avenue and Highway 7. Both Highway 7 and the south frontage road would be lowered to provide the required vertical bridge clearances under the freight rail bridge. This design adjustment would result in undetermined impacts to the Xcel Substation property and facilities. Under this design adjustment, existing at-grade freight rail street crossings would be closed at Walker Street, West Lake Street, 28th Street, and 29th Street. Existing at-grade freight rail crossings at Library Lane and Dakota Avenue would be maintained and a new freight rail bridge would be constructed over 27th Street, with 27th Street becoming a through street. In general, the modified freight rail alignment would connect to the existing MN&S Spur alignment between Library Lane and Dakota Avenue, with relatively minor modifications to the existing freight rail tracks to the north. Those modifications would be made to adjust the profile of the existing freight rail tracks to flatten grades south and north of the existing Minnetonka Boulevard freight rail bridge. Underpasses and overpasses across the freight rail alignment would provide vehicle, bicycle, and pedestrian access at locations where the freight alignment would be elevated (which would entail the construction of retaining walls to support fill where tracks would be raised above existing grade). Finally, there would be a restored freight rail connection constructed between the MN&S Spur and the Wayzata Subdivision.

¹⁰ The *Conclusion* at the end of this section and in Table F.5-7 summarizes the Council's evaluation of the MN&S North design adjustment.

EXHIBIT F-16

Shallow LRT Tunnels – Over Kenilworth Lagoon Design Adjustments St. Louis Park/Minneapolis Segment

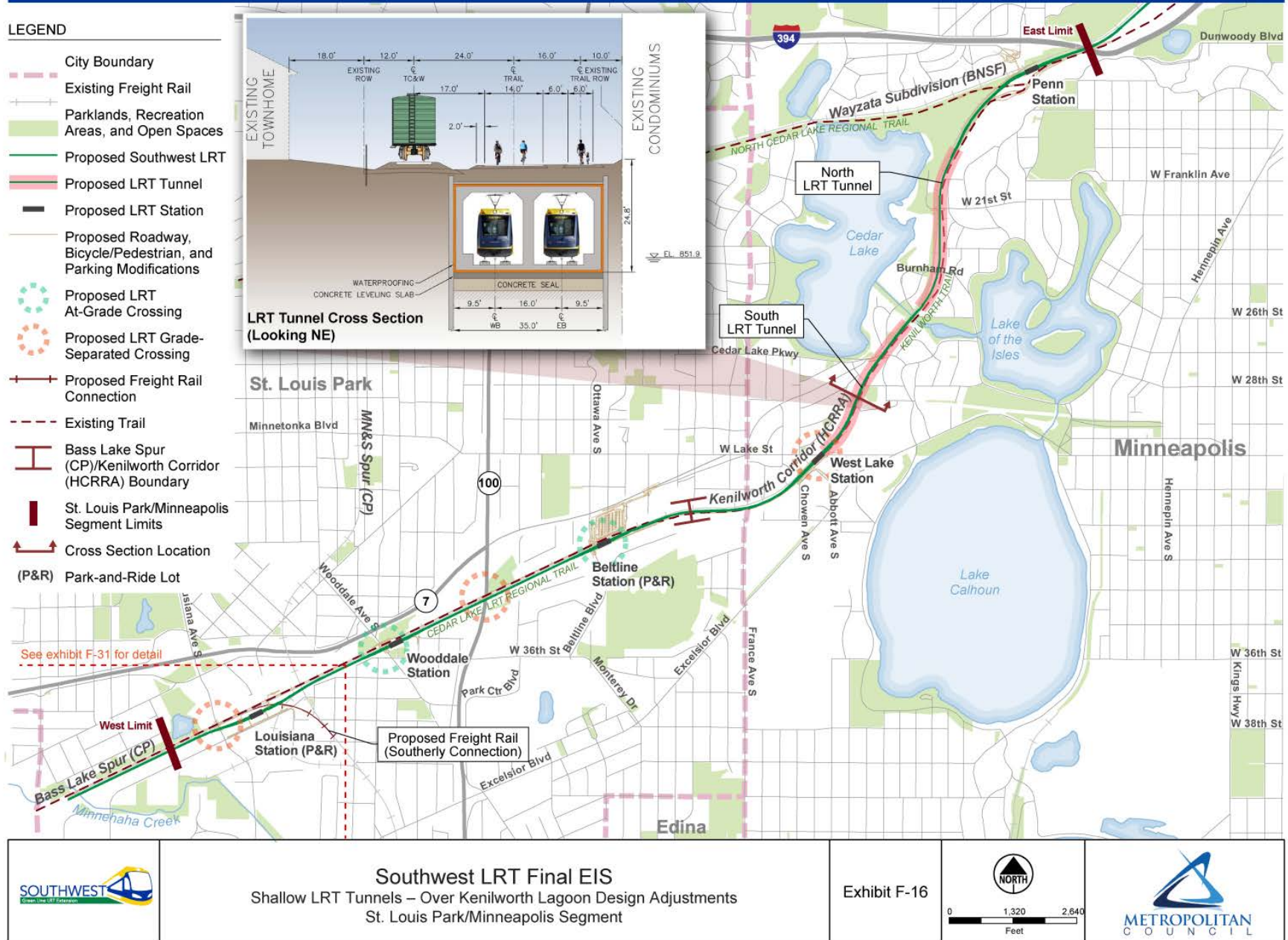
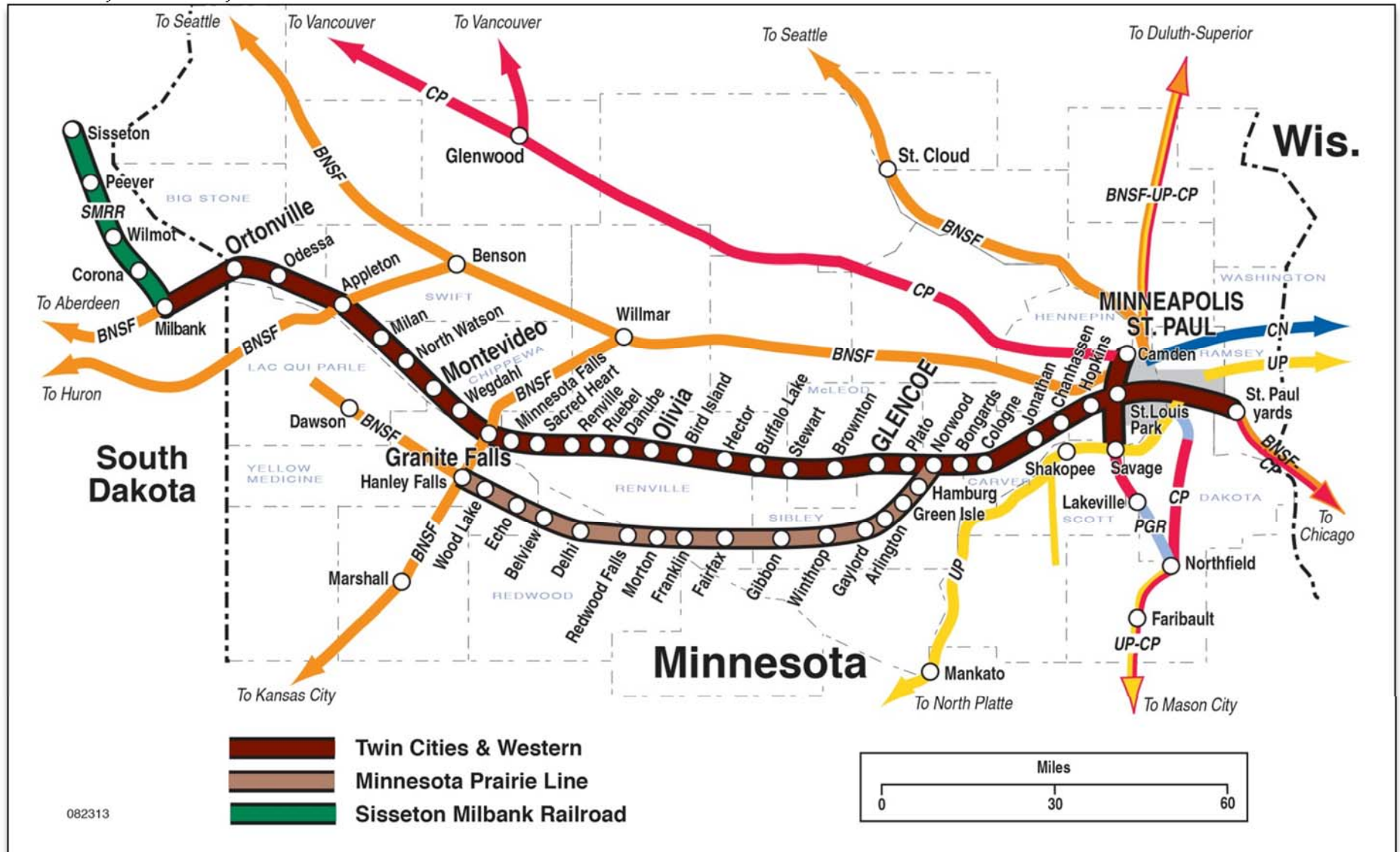


EXHIBIT F-17

Far Western Minnesota Connection – Appleton to Benson

Source: TranSystems; February 2014.



Western Minnesota Connection – Granite Falls to Willmar

Source: TranSystems; February 2014.



EXHIBIT F-19

Chaska Cutoff

Source: TranSystems; February 2014.

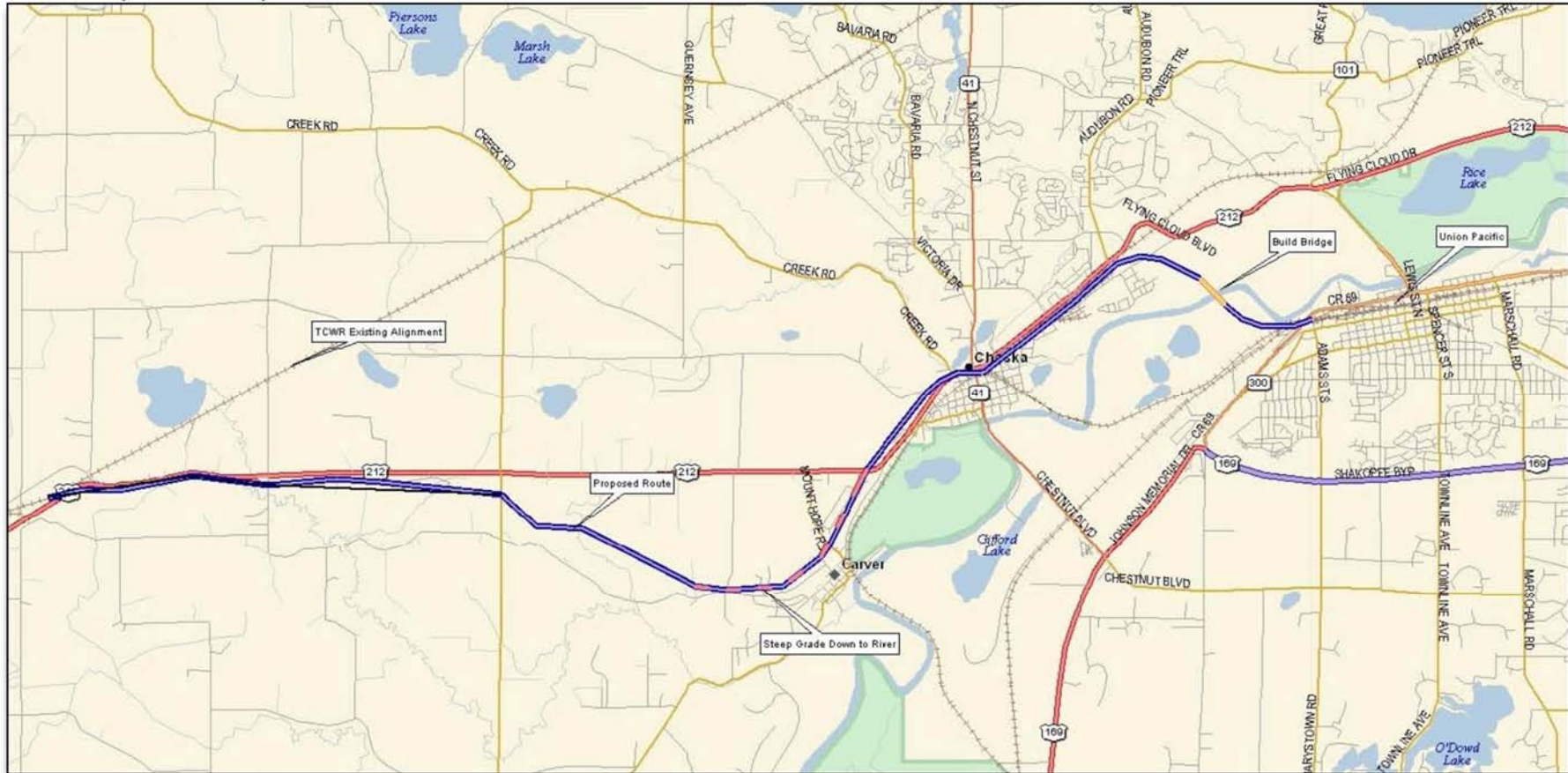


EXHIBIT F-20

Highway 169 Alignment to Burlington Northern Santa Fe

Source: TranSystems; February 2014.

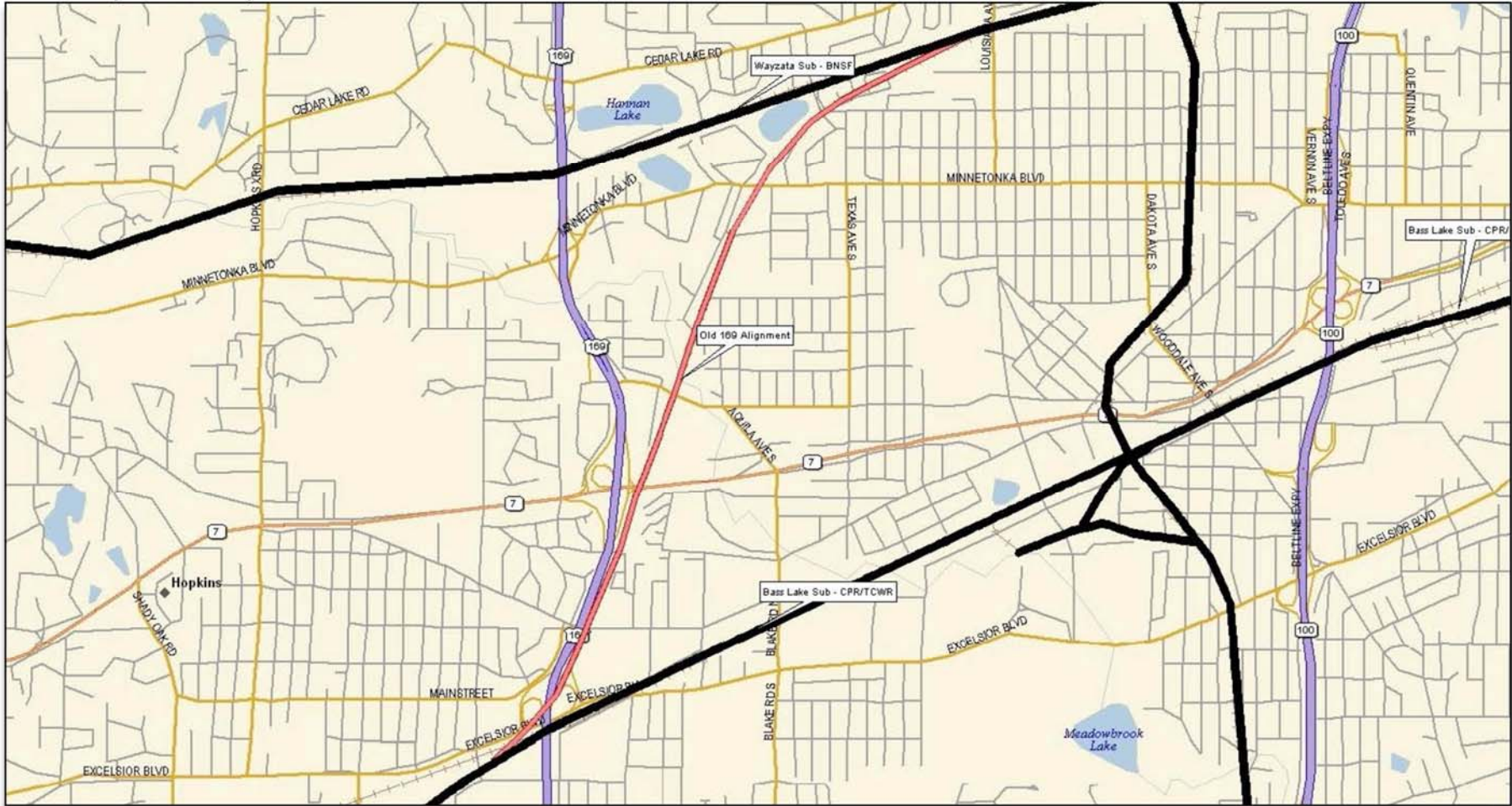


EXHIBIT F-21

Midtown Corridor

Source: TranSystems; February 2014.

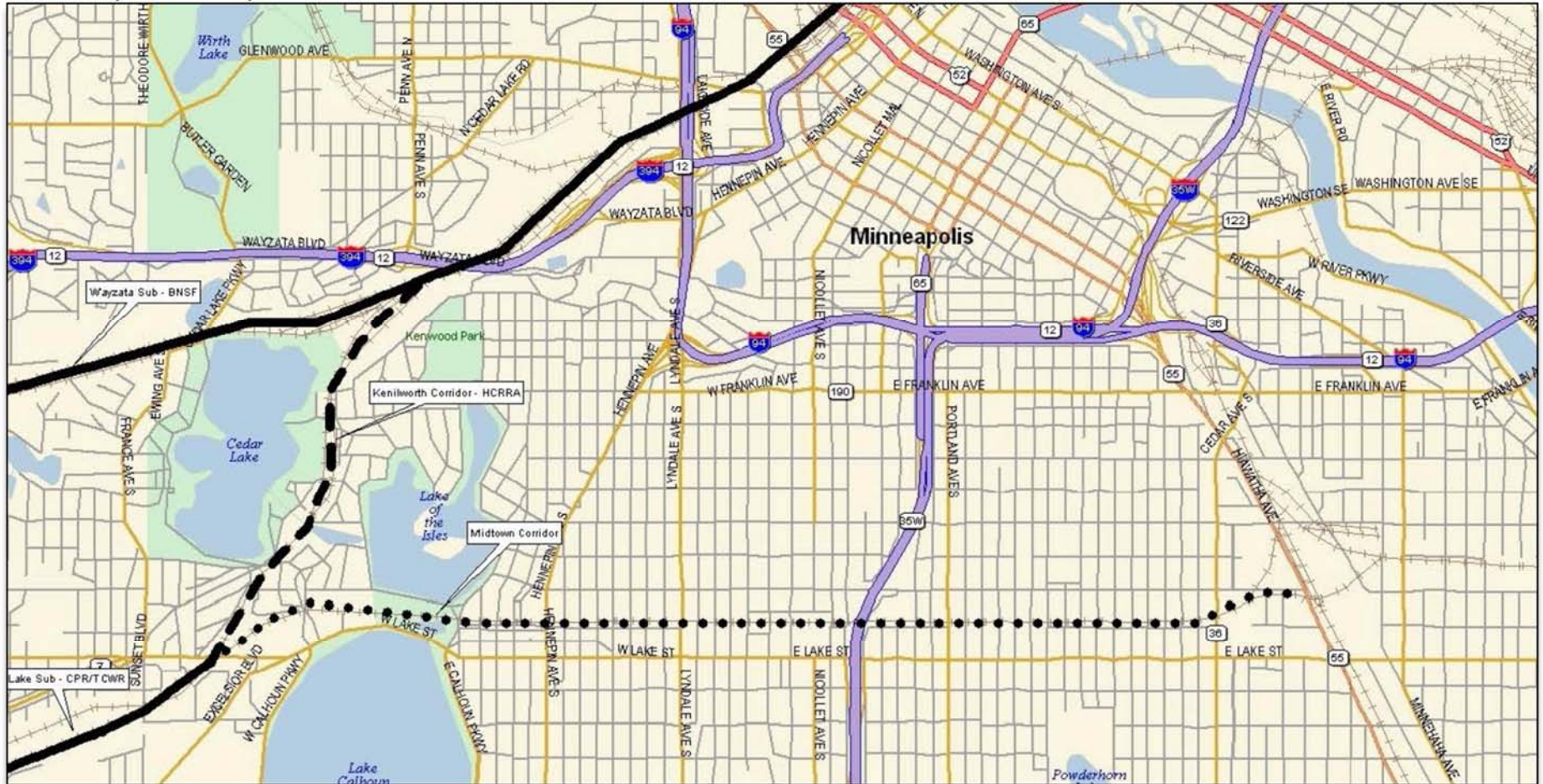


EXHIBIT F-22

United Transportation Union Route

Source: TranSystems; February 2014.

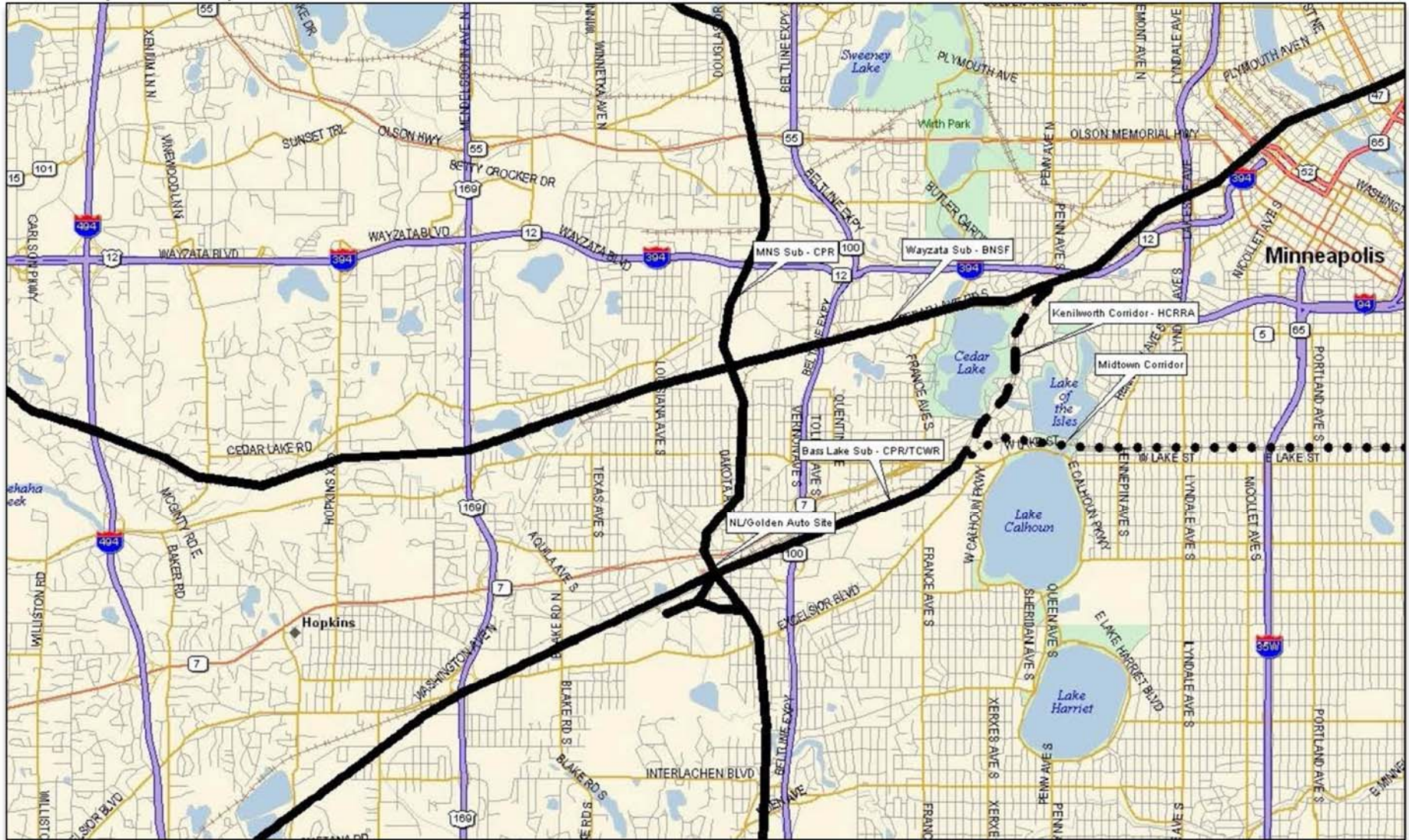


EXHIBIT F-23

MN&S South Connection with Union Pacific

Source: TranSystems; February 2014.

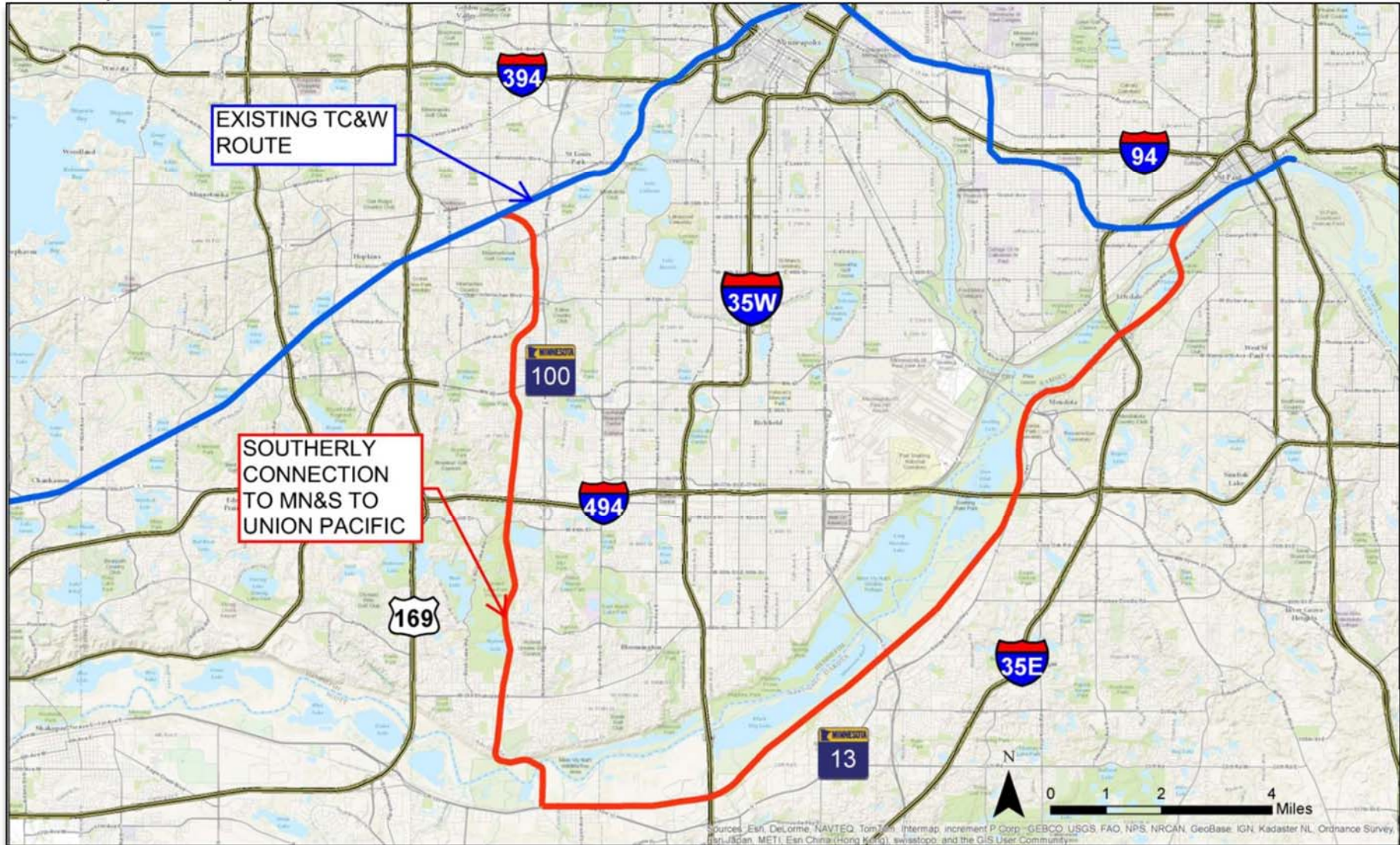


EXHIBIT F-24

MN&S North

Source: TranSystems; February 2014.

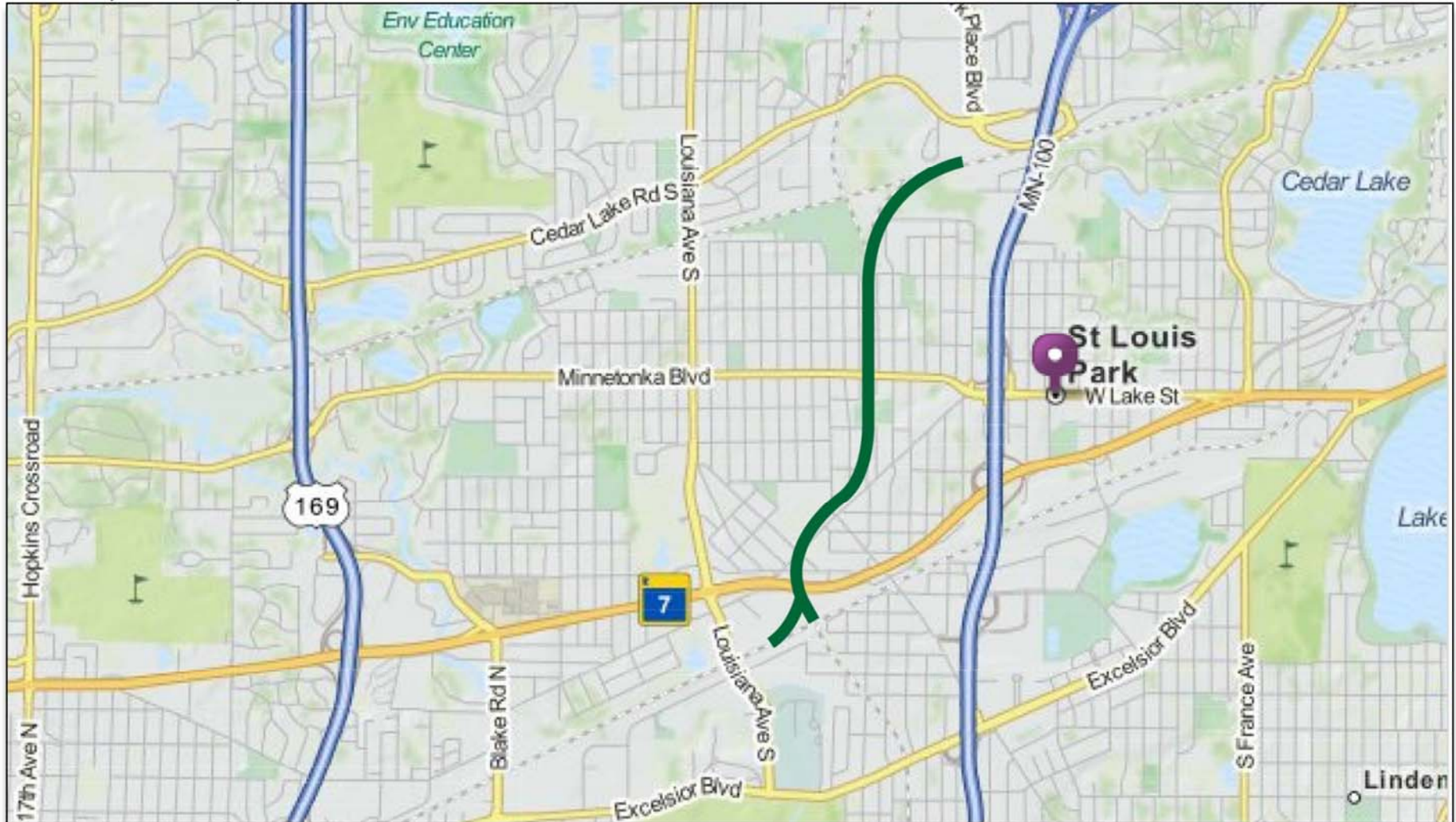


EXHIBIT F-25

TranSystems Tier 1 Screening Summary

Source: SWLRT Engineering Evaluation of Freight Rail and Relocation Alternatives – TranSystems; March 2014.

Proposed Freight Route	Operations	Commercial Considerations	Implementation Considerations
Kenilworth Corridor – No-build	○	○	●
Kenilworth Corridor – Co-location	○	○	◐
Far Western MN connection with BNSF (Appleton-Benson)	●	●	●
Western MN connection with BNSF (Granite Falls-Willmar)	●	●	●
Chaska Cut-off	◐	◐	●
Hwy 169 Alignment to BNSF	◐	◐	●
MN&S Spur North	◐	○	◐
UTU route	◐	○	●
MN&S Spur South	◐	◐	●
Midtown Corridor	○	○	●

○ Strongly supports goal ◐ Supports goal ● Does not support goal

EXHIBIT F-26

TranSystems Tier II Screening Summary

Source: SWLRT Engineering Evaluation of Freight Rail and Relocation Alternatives – TranSystems; March 2014.

Proposed Freight Route	Tier I Screening			Tier II Screening			
	Operations	Commercial	Implementation Obstacles	Engineering	Safety	Community	Cost
Kenilworth Corridor – Co-Location	○	○	◐	○	○	◐	\$20 to \$330 Million*
MN&S Spur North	◐	○	◐				
DEIS connection	The MN&S Spur North has various concepts for achieving the necessary rail connections which were assessed separately in Tier 2 Screening.			●	◐	◐	N/A
Modified MN&S Spur connection				●	◐	◐	N/A
Brunswick East connection				◐	◐	●	N/A
Brunswick West connection (at-grade and elevated)				◐	◐	●	N/A
Brunswick Central connection (at-grade and elevated)				◐	◐	●	N/A
TranSystems Alternate connection				○	○	◐	\$220 to \$240 Million

○ Strongly supports goal ◐ Supports goal ● Does not support goal

EXHIBIT F-27

MN&S North Freight Rail Relocation Adjustments

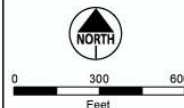
LEGEND

-  Proposed MN&S North Freight Rail Relocation Alignment
-  Existing Freight Rail
-  Proposed Removal of Freight Rail
-  Proposed Southwest LRT



Southwest LRT Final EIS
MN&S North Freight Rail
Relocation Adjustments

Exhibit F-27



Preparation of the independent report and the development and evaluation of the MN&S North design adjustment utilized an extensive public involvement process that included:¹¹

- Availability of the documents online
- Town hall meetings on January 7 and 9, 2014
- Public review and comment period for the draft report that spanned from January 30 to March 12, 2014;
- Studies discussed and reviewed by:
 - BAC (at February 26, 2014 meeting)
 - CAC (at February 27 and March 27, 2014 meetings)
 - CMC (at February 5 and 20; March 12 and 26, 2014 meetings)
- Town hall meetings on February 10 and 12, 2014, to present the findings within, discuss and take comment on the draft independent reports (see Appendix D for instructions on how to view a copy of the presentation made by the preparers of the draft independent reports)
- Project-sponsored meeting as a part of the issue resolution process described in Section 2.0 of this appendix, which included participation by representatives from affected freight railroads
- Release of the final report on March 21, 2014, which addressed comments received on the draft report.

Shallow LRT Tunnels – Over Kenilworth Lagoon – Variations

At the request of the Minneapolis Parks and Recreation Board (MPRB) in February 2014, the Council developed and evaluated two variations of the Shallow LRT Tunnels – Over Kenilworth Lagoon design adjustment as a part of the fourth step of evaluation in the St. Louis Park/Minneapolis Segment. As previously described in this section, the Shallow LRT Tunnels – Over Kenilworth Lagoon design adjustment would have the light rail alignment cross over the Kenilworth Lagoon on a new bridge, located between the freight rail and trail alignments, connecting the two light rail tunnels. The MPRB asked the Council to develop and evaluate a variation of the design adjustment that would continue the tunnels under the Kenilworth Lagoon, thus avoiding some of the project's long-term impacts to the Kenilworth Lagoon that could result from the new light rail bridge across the lagoon. In response, the Council developed and evaluated two additional design adjustments: (1) Long Shallow LRT Tunnel – Under Kenilworth Lagoon; and (2) Short Shallow LRT Tunnel – Under Kenilworth Lagoon. Under these two design adjustments, construction of the tunnel under the Kenilworth lagoon would be achieved through utilization of the cut-and-cover technique.¹² These designs and their evaluation were presented to MPRB staff and consultants at meetings and through correspondence following their development. Following are descriptions of those two design adjustments:

¹¹This public review and comment process was also used for the *Kenilworth Shallow LRT Tunnels Water Resources Evaluation* (Burns & McDonnell; March 2014).

¹²In addition, project staff developed two variations of the Short and Long Shallow LRT Tunnel – Under Kenilworth Lagoon design adjustments to determine if the northern and southern cut-and-cover LRT tunnel segments could be connected under the Kenilworth Lagoon via a bored tunnel segment, rather than via a cut-and-cover constructed tunnel segment. In effect, these variations would be a combination of two cut-and-cover-constructed tunnel segments connected with a bored-constructed tunnel segment under the Kenilworth Lagoon. In effect, these variations would be a variation of the Kenilworth Deep Bore LRT Tunnel option, with longer cut-and-cover tunnel segments connected to a shorter bored tunnel under the Kenilworth Lagoon. These two combination variations were dismissed from further study due to: 1) complex construction considerations inherent in bored tunnel construction techniques located within a constrained physical environment; 2) additional schedule delays related to bored tunnel construction techniques located within a constrained physical environment; 3) substantially higher capital costs relative to other design adjustments under consideration; 4) potential additional property acquisitions that could be required to accommodate a southern bored-tunnel staging area and temporary freight rail alignments in the vicinity of the construction area; and 5) reconstruction of the existing freight rail and trail bridges across the lagoon and the related long-term and short-term (construction related) adverse impacts would not be avoided.

- **Short Shallow LRT Tunnel – Under Kenilworth Lagoon.** This potential design adjustment would result in a typical cross section of approximately 62 feet for the at-grade freight rail and trail alignments where the double-tracked light rail alignment would be within one tunnel. The light rail tunnel would generally be within the Kenilworth Corridor, with some relatively minor exceptions (see Exhibit F-29). Except at the two tunnel portals and in the vicinity of the Kenilworth Lagoon, the light rail tunnel would be under the reconstructed Kenilworth Trail with about 6 feet to 8 feet of cover above the tunnel measured from existing ground elevation (similar to the Shallow LRT Cut-and-Cover Tunnels adjustment illustrated on Exhibit F-16). The light rail tunnel would extend approximately 3,100 feet from just north of West Lake Street to approximately 400 feet north of the Kenilworth Lagoon. Beneath the lagoon, the tunnel would descend to a depth of cover of approximately 25 feet where the tunnels would cross under the Kenilworth Lagoon (approximately 10 feet from the Kenilworth Lagoon water surface elevation)(in part, the additional depth of the tunnel would be needed to resist long-term buoyancy forces). A portal area at each end of the tunnel would span approximately 300 feet, which would provide for the transition between the at-grade and tunnel alignment. Fencing and other facilities would protect the tunnel portals from unauthorized entry. This design adjustment would not result in any full residential property acquisitions and the proposed 21st Street Station would be retained at-grade.
- **Long Shallow LRT Tunnel – Under Kenilworth Lagoon.** This potential design adjustment would result in a typical cross section of approximately 62 feet for the at-grade freight rail and trail alignments where the double-tracked light rail alignment would be within one tunnel. The light rail tunnel would generally be within the Kenilworth Corridor, with some relatively minor exceptions (see Exhibit F-29). Except at the two tunnel portals and in the vicinity of the Kenilworth Lagoon, the light rail tunnel would be under the reconstructed Kenilworth Trail with about 6 feet to 8 feet of cover above the tunnel measured from existing ground elevation (similar to the Shallow LRT Cut-and-Cover Tunnels adjustment illustrated on Exhibit F-16). The light rail tunnel would extend approximately 5,800 feet between just north of West Lake Street and approximately 1,000 feet north of 21st Street. Beneath the lagoon, the tunnel would descend to a depth of cover of approximately 25 feet where the tunnels would cross under the Kenilworth Lagoon (approximately 10 feet from the Kenilworth Lagoon water surface elevation)(in part, the additional depth of the tunnel would be needed to resist long-term buoyancy forces). A portal area at each end of the tunnel would span approximately 300 feet, which would provide for the transition between the at-grade and tunnel alignment. Fencing and other facilities would protect the tunnel portals from unauthorized entry. This design adjustment would not result in any full residential property acquisitions.

Exhibits F-30A/B illustrate the general sequence of steps that would be required to construct a light rail tunnel under the Kenilworth Lagoon using the cut-and-cover technique.

Identified Design Adjustments – April 2014

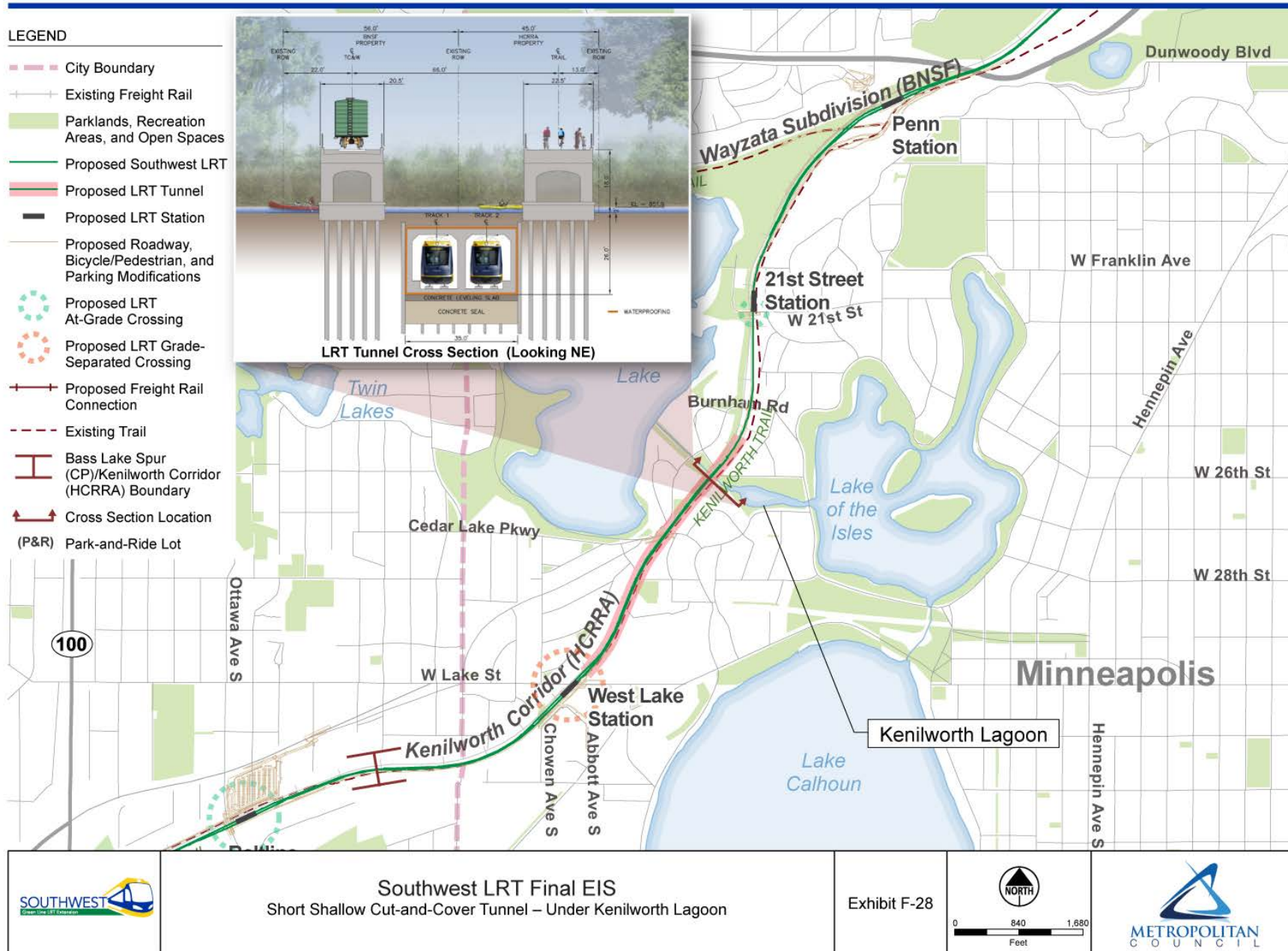
Based on the analysis prepared, committee recommendations, and public comments received during the four-step process described in this section, the Council identified in April 2014 the design adjustments to be incorporated into the LPA: the Shallow LRT Tunnels – Over Kenilworth Lagoon (see Exhibit F-16). In doing so, the MN&S North, the Short Shallow LRT Tunnel – Under Kenilworth Lagoon and the Long Shallow LRT Tunnel – Under Kenilworth Lagoon design adjustments were dismissed from further study (see Tables F.5-2, F.5-7, and F.5-8). The Council found that, relative to the other options considered, the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustment would provide the best balance of costs, benefits, and environmental impacts, and in doing so found that it would best meet the project's Purpose and Need (see Chapter 1 of the Supplemental Draft EIS).

Following is a description of the benefits of the Shallow LRT Tunnels – Over Kenilworth Lagoon design adjustment, compared to the other design adjustments developed and evaluated in the step four evaluation.

- **Shallow LRT Tunnels – Over Kenilworth Lagoon and MN&S North Adjustments.** Table F.5-7 provides a summary of the evaluation measures considered by the Council as it compared the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustment to the MN&S North adjustments. First, the MN&S North adjustments were opposed by the affected freight rail operator (TC&W), primarily based on safety

EXHIBIT F-28

Short Shallow Cut-and-Cover Tunnel – Under Kenilworth Lagoon



Long Shallow Cut-and-Cover Tunnel – Under Kenilworth Lagoon

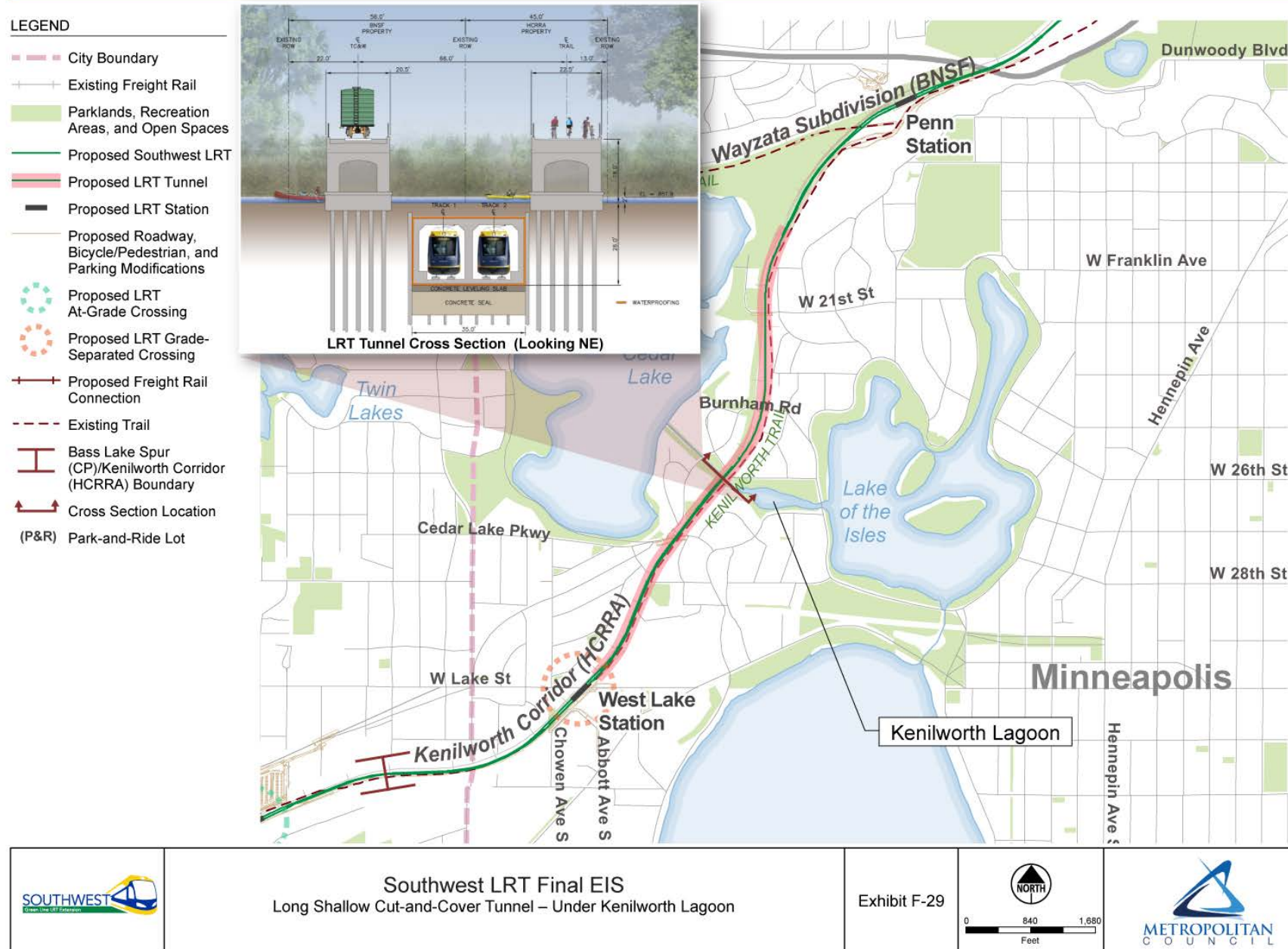
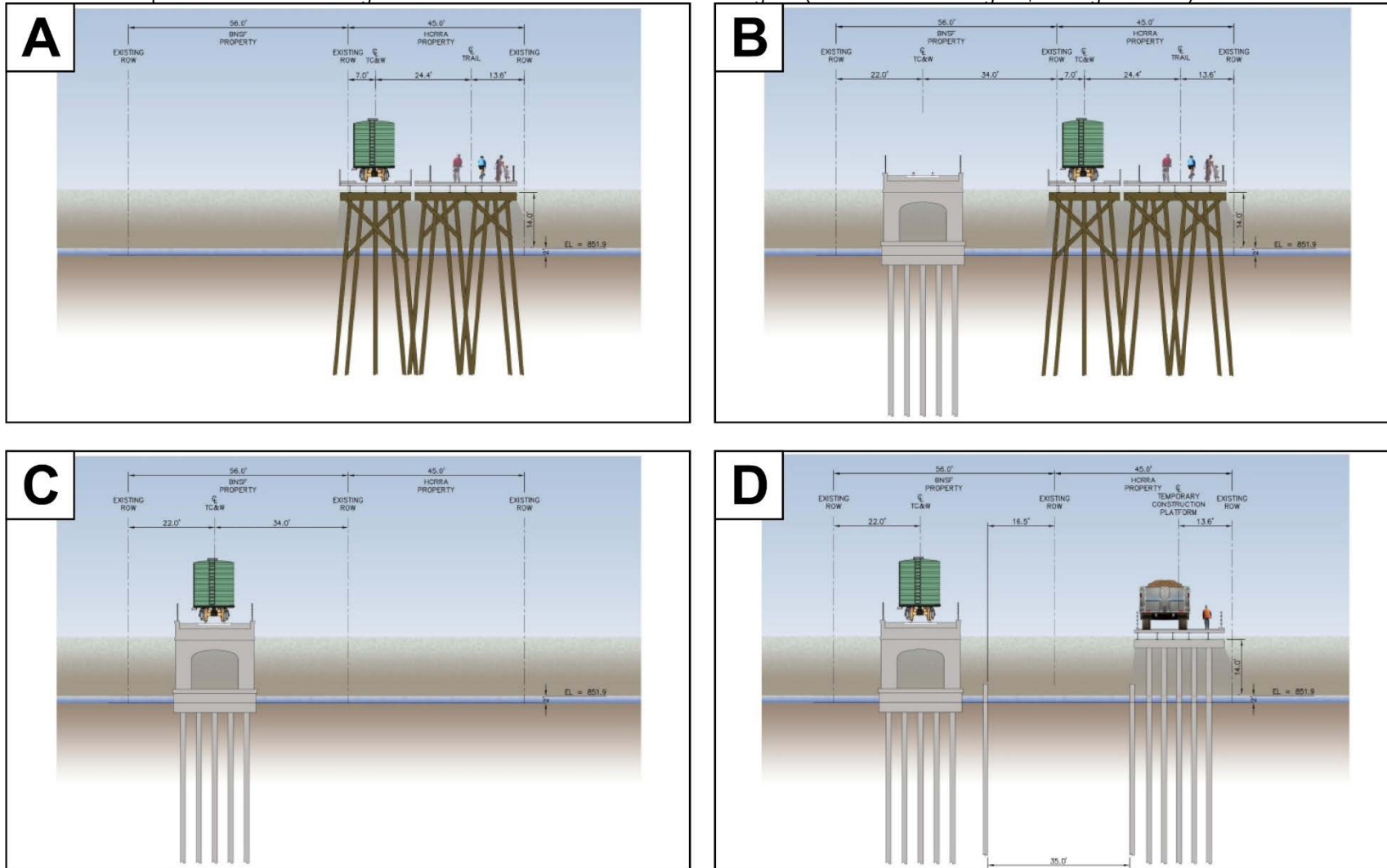


EXHIBIT F-30A

Construction Sequence for the Short/Long Shallow LRT Tunnel – Under Kenilworth Lagoon (at the Kenilworth Lagoon, looking northeast)





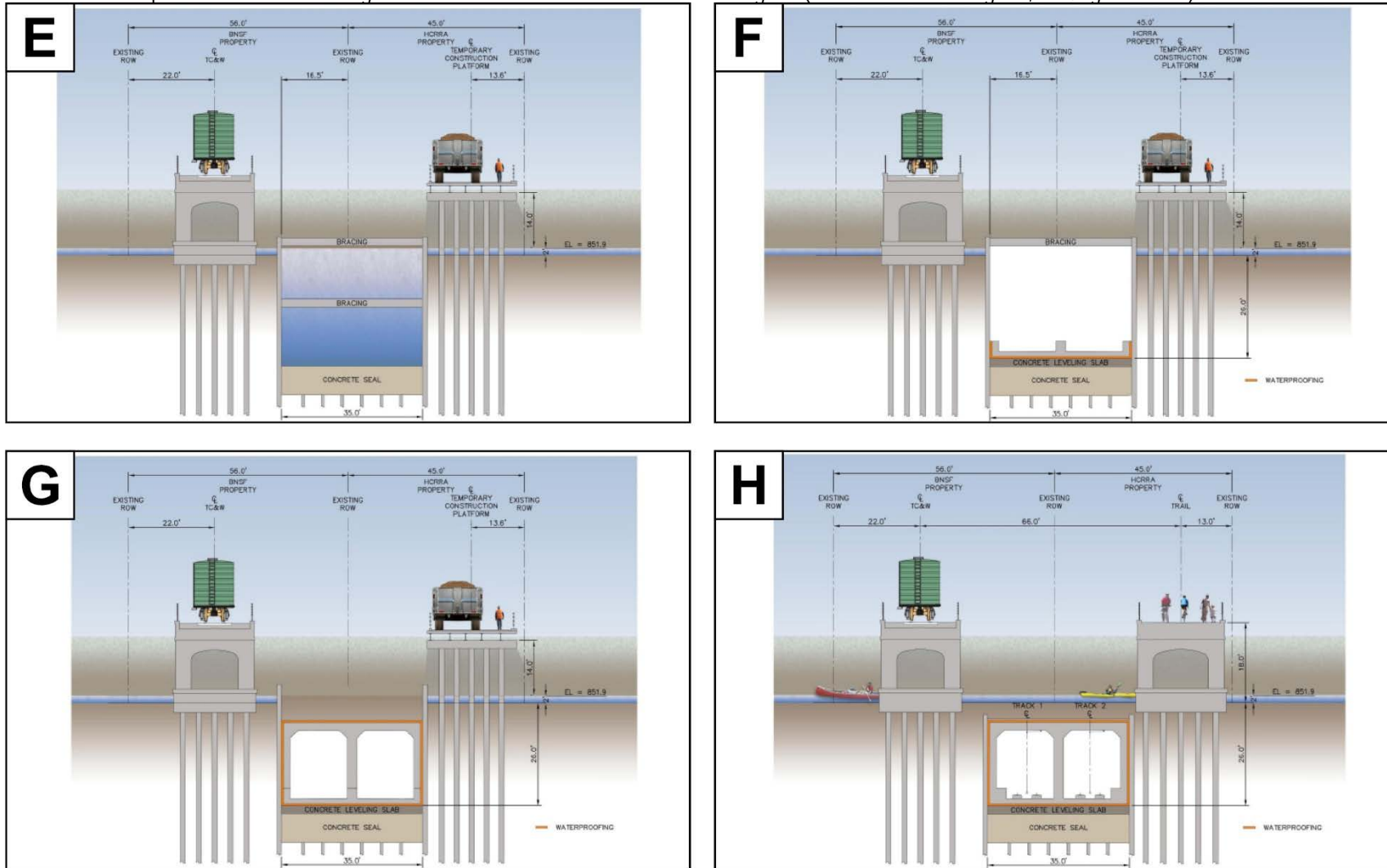
	<p align="center">Southwest LRT Final EIS Construction Sequence for the Short/Long Shallow LRT Tunnel – Under Kenilworth Lagoon (at the Kenilworth Lagoon, looking northeast) St. Louis Park/Minneapolis Segment</p>	<p align="center">Exhibit F-30A</p>	
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EXHIBIT F-30B

Construction Sequence for the Short/Long Shallow LRT Tunnel – Under Kenilworth Lagoon (at the Kenilworth Lagoon, looking northeast)



	<p align="center">Southwest LRT Final EIS Construction Sequence for the Short/Long Shallow LRT Tunnel – Under Kenilworth Lagoon (at the Kenilworth Lagoon, looking northeast) St. Louis Park/Minneapolis Segment</p>	<p align="center">Exhibit F-30B</p>	
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and operational concerns, including three reversing horizontal curves in the proposed freight rail alignment that would be especially problematic (the operator did not express similar concerns about the freight rail alignment that is part of the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustment). In addition, the advantage of the Shallow LRT Tunnels – Over Kenilworth Lagoon, relative to the MN&S North adjustment, is that it would avoid: the potential displacement of approximately six residences and seven businesses and the acquisition of some St. Louis Park High School property; additional cost increases due to project delay of approximately \$45 to \$50 million; closure of local streets; and extension of the project's construction schedule by up to two years.¹³

- **Shallow LRT Tunnels – Over Kenilworth Lagoon; Short Shallow LRT Tunnel – Under Kenilworth Lagoon; and Long Shallow LRT Tunnel – Under Kenilworth Lagoon Adjustments.** Table F.5-8 provides a summary of the evaluation measures considered by the Council as it compared the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustment to the two variations that would tunnel under the lagoon. In summary, the advantage of the Shallow LRT Tunnels – Over Kenilworth Lagoon adjustment, relative to the Short Shallow LRT Tunnel – Under Kenilworth Lagoon and the Long Shallow LRT Tunnel – Under Kenilworth Lagoon adjustments, is that it would: avoid closure of recreational traffic on the Kenilworth Lagoon for approximately one additional year; reduce short-term impacts to the Kenilworth Lagoon during construction, including the disruption of existing habitat within and adjacent to the Lagoon and closure of fish passage between Lake of the Isles and Cedar Lake during construction of the tunnel under the Lagoon; reduce long-term impacts to the Kenilworth Lagoon due to its reconstruction; avoid additional construction costs of \$30 to \$85 million and additional costs due to project delay of \$45 to \$90 million; and avoid extension of the project's construction schedule by up to one year.

Additional Design Adjustments – July 2014

In July 2014, the Council and the City of Minneapolis proposed a set of additional adjustments to the design of the Shallow LRT Tunnels – Over Kenilworth Lagoon option. The proposed additional design adjustments were outlined in a memorandum of understanding between the Council and the City. (See Appendix D, Sources and References Cited, for instructions on how to access the subsequently executed memorandum). In summary, the proposed additional design adjustments were intended to: (1) reduce project capital costs by eliminating the northern of the two proposed light rail tunnels in the Kenilworth Corridor (including the re-establishment of the proposed at-grade light rail station at West 21st Street) and (2) incorporate into the project a variety of bicycle and pedestrian access improvements associated with proposed light rail stations in the City of Minneapolis. On July 9, 2014, the CMC voted to recommend the additional design adjustments and, considering the recommendation from the CMC, the Council voted to approve the additional design adjustments proposed in the memorandum between the Council and the City of Minneapolis.

The LPA, as evaluated in the Supplemental Draft EIS, reflects the inclusion of the Shallow LRT Tunnel – Over Kenilworth Lagoon and the other light rail-related improvements described in this section as identified by the Council on April 9, 2014, and amended on July 9, 2014. Other potential light rail-related improvements and freight rail modifications developed and evaluated in this section were removed from further study.

1.5.2.2 Set 2 Design Adjustments

Following is a summary of the Set 2 Adjustments made to LRT3A. As previously noted, these design adjustments, which were approved by the Council in April 2014, were developed and evaluated in a process that paralleled the Set 1 Design Adjustment process. Further, these Set 2 Adjustments and the Set 1 Adjustments have been fully integrated into the revised LPA and they form the basis of the environmental analysis in the Supplemental Draft EIS for the St. Louis Park/Minneapolis Segment.

¹³ Approximately one year of the anticipated delay is for the pursuit of an adverse abandonment with the STB for existing freight rail service on the CP-owned Bass Lake Spur, east of the MN&S Spur, and the HCRRA-owned Kenilworth Corridor. The outcome and actual duration of this process would remain uncertain until conclusion of the process. Approval by STB could require TC&W and CP to cease freight rail operations in the Kenilworth Corridor and relocate those operations from the current location.

- The Freight Rail and Light Rail “Swap” and “Southerly Connection.”** In coordination with the cities and affected railroad owners, the project developed and evaluated a design adjustment (i.e., the freight rail and light rail “Swap”) that would place the proposed Blake, Louisiana, and Wooddale stations south of a portion of the existing CP freight line (under the Draft EIS conceptual design, those stations would have been located north of the existing CP freight line). The intent of the adjustment is to situate those proposed light rail stations closer to primary existing activity centers and potential development/redevelopment sites, which are predominantly south of the existing freight line. The design adjustment would generally place the proposed light rail alignment and stations within the current freight rail right-of-way, and the freight rail alignment would be moved approximately 45 feet north onto right-of-way currently owned by HCRRA (purchased as future light rail right-of-way and where light rail would have been under the conceptual design of LRT 3A and LRT 3A-1 within Draft EIS). In addition, the Cedar Lake LRT Trail, which is a permitted temporary use within the HCRRA-owned right-of-way north of the existing freight rail alignment, would be reconstructed further north within that same right-of-way, staying north of the repositioned freight rail alignment. The design adjustment, illustrated on Exhibit F-31, would include a grade-separated crossing of the proposed light rail alignment over the freight rail alignment immediately east of Excelsior Boulevard to permit the freight rail and light rail alignments to swap locations within the corridor. The adjustment also would require the elimination of the northern branch of the Skunk Hollow switching wye and its replacement with the “Southerly Connection” (allowing TC&W trains continued access between the Bass Lake Spur eastbound to the southbound MN&S Spur and the reverse), also illustrated on Exhibit F-31. The Swap would also require the modification of the Cedar Lake LRT Trail at several locations, although continuity of and connections to the trail would be maintained. Further, this would result in the closure of approximately 11,771 feet of freight rail siding track segments, generally between the Downtown Hopkins Station and east of Beltline Boulevard. The Council incorporated the Swap design modification into the LPA in April 2014 because the potential land use and economic development benefits and improved transit access to existing activity centers outweighed its additional cost and adverse environmental impacts, such as the additional moderate visual impacts of the new light rail overcrossing of the freight rail alignment in St. Louis Park.
- Adjustment to the Location of Louisiana Station.** At the request of the City of St. Louis Park, the project team developed a range of potential design adjustments that would place the proposed Louisiana Station further south than it would have been under the conceptual design of LRT 3A and LRT 3A-1 in the Draft EIS, based on the freight and light rail swap previously discussed. The objective of these proposed design adjustments was to bring the light rail station further south, closer to activity centers North of Excelsior Boulevard. Two general design adjustments were developed and evaluated. The first would place the light rail station approximately halfway between the location of the existing freight rail tracks and Oxford Street. The second would use the north leg of the Skunk Hollow switching wye (to be abandoned and replaced with the Southerly Connection under the freight and light rail swap) to place the Louisiana Station approximately 300 feet north of Louisiana Circle. The second potential design adjustment would also have resulted in abandonment of the south leg of the Skunk Hollow switching wye and relocation of the Robert B. Hill Company salt facility at the end of the switching wye because it would no longer have freight rail access. The Council incorporated the first design refinement into the LPA in April 2014, because of its relatively lower costs and property acquisition needs compared to the second design refinement and because of the potential development and redevelopment benefits of placing a light rail station closer to Oxford Street.
- Adjustment to the Capacity and Locations of Park-and-Ride Lots.** Based on the City of Minneapolis’ comments on the Draft EIS, the project team developed design adjustments that would change the proposed location and capacities of park-and-ride lots in the area included within the St. Louis Park/Minneapolis Segment. In particular, the City asked that proposed surface park-and-ride lots be removed from the stations within the City of Minneapolis. Concurrently, to help ensure park-and-ride lot capacity to meet forecast demand in 2030, the project team also developed and evaluated options for increased capacity at the Beltline Station because of its relatively direct automobile access to and from Highway 100 (via Highway 7, Highway 25 and West Lake Street). As a result of the proposed design adjustment, the number of park-and-ride lots in the segment would be reduced from six to two, while the

park-and-ride capacity would increase from 650 to 809 spaces, relative to the conceptual design of LRT 3A and LRT 3A-1 in the Draft EIS (see Section 2.3.3 of the Draft EIS). The Council incorporated the design adjustment into the LPA because of the generally improved access between regional highways and proposed park-and-ride lot locations.

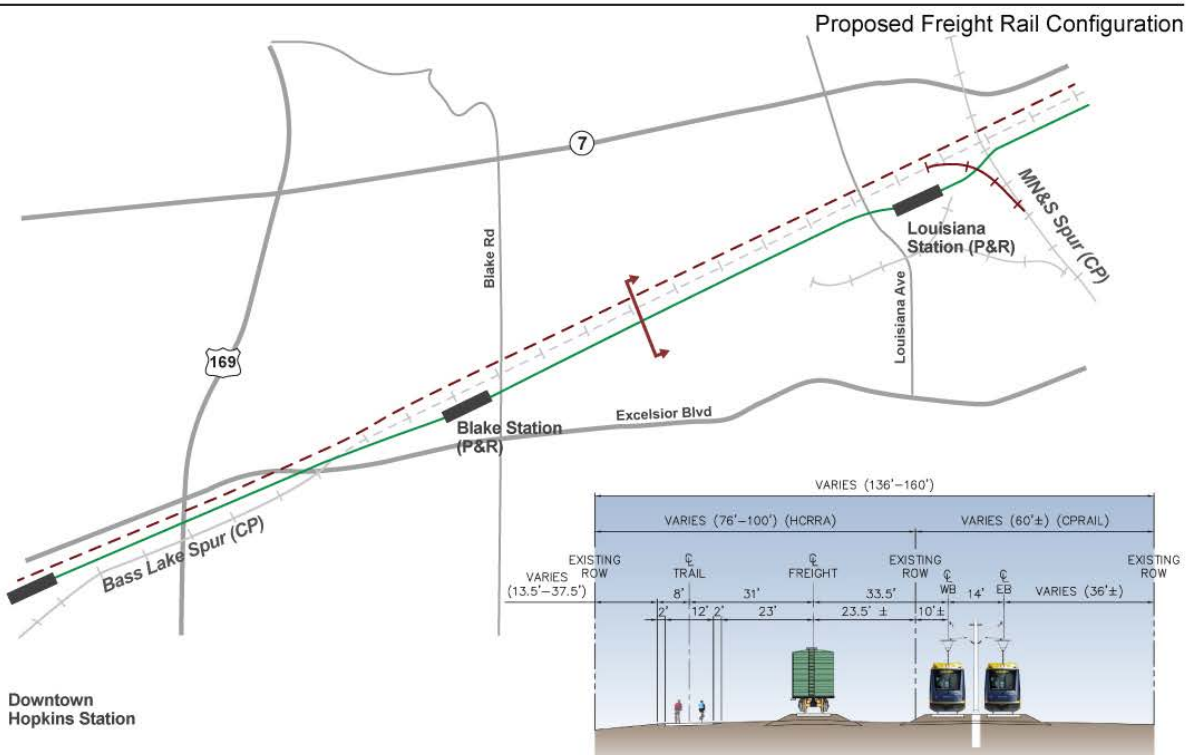
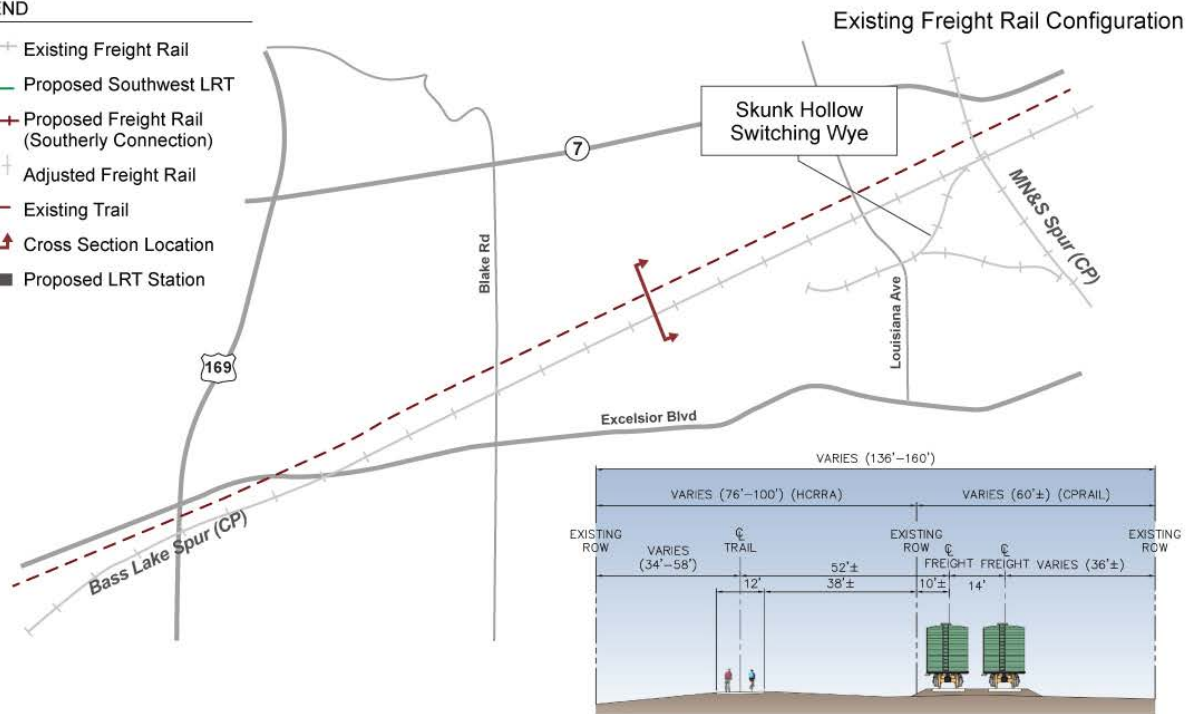
Bicycle, Pedestrian, and Bus Access Improvements at West Lake and Penn Stations. Based on the City of Minneapolis' comments on the Draft EIS, the project team developed and evaluated adjustments to the proposed bicycle, pedestrian, and bus facilities at West Lake and Penn stations. The adjustments developed include the addition of vertical circulation connecting the West Lake Station and the West Lake Street bridge and on-street bus transfer facilities on West Lake Street. The adjustments also include grade-separated bicycle and pedestrian connections and improved kiss-and-ride facility at the Penn Station. The Council incorporated the design adjustment into the LPA in April and July 2014 due to the relatively high level of projected ridership at the two stations and the improved access that the adjustments would provide to walk-on and bus-transfer riders.

EXHIBIT F-31

Proposed Freight Rail Modifications

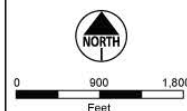
LEGEND

- Existing Freight Rail
- Proposed Southwest LRT
- Proposed Freight Rail (Southerly Connection)
- Adjusted Freight Rail
- Existing Trail
- Cross Section Location
- Proposed LRT Station



Southwest LRT Final EIS
Proposed Freight Rail Modifications

Exhibit F-31



7.0 Evaluation

7.1 Overview

This chapter describes the evaluation process and documents the evaluation results of the Southwest Transitway Alternatives Analysis (AA). Detailed information on the Southwest Transitway AA evaluation results are included in *Technical Memorandum No. 4, Evaluation Process and Results*.

The purpose of the evaluation was to identify key benefits, costs and impacts of each alternative in order to identify those alternatives most likely to successfully address the Southwest Transitway goals of improving mobility, providing a cost-effective/efficient travel option, protecting the environment, preserving the quality of life, and supporting economic development. After conducting a thorough evaluation of the alternatives only these alternatives were recommended for further study.

7.2 Background and Assumptions

To develop the evaluation measures, the Southwest Technical Advisory Committee (TAC) considered the Southwest Transitway goals and the Federal Transit Administration (FTA) New Starts Project Justification Evaluation Criteria.

7.2.1 Southwest Transitway Goals

The goals adopted by the Southwest Policy Advisory Committee (PAC) include the following:

1. Improve Mobility
2. Provide a Cost-Effective and Efficient Travel Option
3. Protect the Environment
4. Preserve the Quality of Life
5. Support Economic Development

7.2.2 Federal Transit Administration New Starts Evaluation Criteria

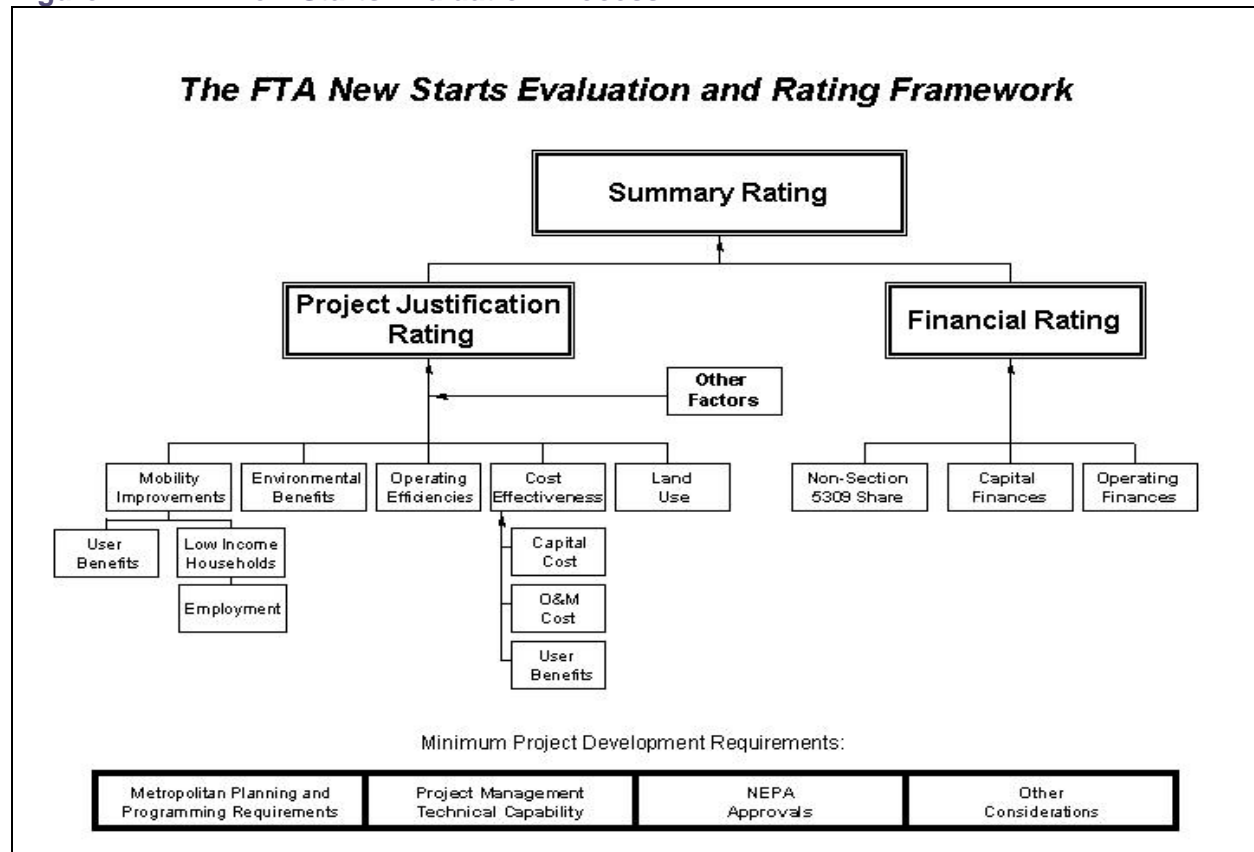
The FTA rates projects requesting Section 5309 New Starts funding in the areas of project justification and local financial commitment. These ratings are then combined into an overall project rating. Figure 7.1 graphically depicts the FTA New Starts Evaluation Process.

The FTA New Starts project evaluation is an on-going process. FTA evaluation and rating occurs annually in support of budget recommendations presented in the *Annual Report on New Starts* and when a project sponsor requests FTA approval to advance their proposed New Starts project into Preliminary Engineering and Final Design. Consequently, as proposed New Starts projects proceed through the project development process, information concerning costs, benefits and impacts are updated as the project becomes more refined and the ratings are updated to reflect this new information.

7.2.3 Project Justification Rating

The FTA requires that proposed New Starts projects be justified based upon their performance in the areas of mobility improvement, environmental benefits, operating efficiencies, cost-effectiveness and land use. These five criteria comprise the New Starts Project Justification Criteria, which are outlined in more detail in Table 7.1.

Figure 7.1 FTA New Starts Evaluation Process



Source: Annual Report on New Starts, Proposed Allocation of Funds for Fiscal Year 2007, Report of the Secretary of Transportation to the United States Congress, Pursuant to 49 U.S.C. 5309(k), Appendix B: FY 2007 Evaluation and Rating Process, page B-6.

Table 7.1 New Starts Project Justification Criteria and Supporting Measures and Categories

Criterion	Measures/Categories
Cost Effectiveness	<ul style="list-style-type: none"> Incremental Cost per Hour of Transportation System User Benefit
Transit-Supportive Land Use and Future Patterns	<ul style="list-style-type: none"> Existing Land Use Transit-Supportive Plans and Policies Performance and Impacts of Policies
Mobility Improvements	<ul style="list-style-type: none"> Normalized Travel Time Savings (Transportation System User Benefit per Project Passenger Mile) Low-Income Households Served Employment Near Stations
Operating Efficiencies	<ul style="list-style-type: none"> System Operating Cost per Passenger Mile
Environmental Benefits	<ul style="list-style-type: none"> Change in Regional Pollutant Emissions Change in Regional Energy Consumption EPA Air Quality Designation

Source: Annual Report on New Starts, Proposed Allocation of Funds for Fiscal Year 2007, Report of the Secretary of Transportation to the United States Congress, Pursuant to 49 U.S.C. 5309(k)(1), Appendix B: FY 2007 Evaluation and Rating Process, page B-8.

7.2.4 Local Financial Commitment Rating

In addition to meeting the project justification criteria, the FTA requires that proposed New Starts projects be supported by an acceptable degree of local financial commitment, including evidence of stable and dependable financing sources to construct, maintain and operate the transit system.

The FY 2007 Local Financial Commitment evaluation measures were:

- The proposed share of total project costs from sources other than the Section 5309 New Starts program, including Federal formula and flexible funds, the local match required by Federal law, and any additional capital funding;
- The strength of the proposed capital financing plan; and
- The ability of the sponsoring agency to fund operation and maintenance of the entire system as planned once the guideway project is built.

7.3 Southwest Transitway Evaluation Process

After reviewing the FTA New Starts Criteria and considering the Southwest Transitway goals, the Southwest TAC developed and the Southwest PAC approved a set of evaluation measures. These evaluation measures attempt to incorporate the FTA New Starts Project Justification Criteria while at the same time addressing the adopted Southwest Transitway goals. For the most part the FTA New Starts Project Justification Criteria are included in the Southwest Transitway evaluation measures. However, the New Starts Local Financial Commitment Criteria were not included in the Southwest Transitway AA evaluation measures because the Southwest TAC and PAC considered it premature to focus on financing until it was known if a viable project existed.

Future project entry into the later Preliminary Engineering phase will require FTA approval based on the FTA's assessment of the material produced in the AA and the agency's project ratings. The complete Federal evaluation process for the Southwest Transitway will occur during a future phase of project development; however, as discussed above, many of the local evaluation measures mirror the current FTA evaluation measures, and thus give some early indication as to how the Southwest Transitway may be rated by FTA once a locally preferred alternative is submitted to FTA.

For purposes of evaluating the alternatives, the Southwest Transitway PAC prioritized the goals into two tiers. Tier One goals are those that must be achieved in order for a viable project to exist. Tier Two goals are those that should be achieved assuming a viable project exists. Tier One goals are (1) Improve Mobility and (2) Provide a Cost-Effective, Efficient Travel Option. Tier Two goals are (3) Protect the Environment, (4) Preserve the Quality of Life in the Study Area and the Region, and (5) Support Economic Development.

Both quantitative and qualitative data for the alternatives was developed for all transitway alternatives. The raw data was translated into ratings indicating how well each alternative addressed the Southwest Transitway goals and evaluation measures. The following ratings were used:

- Alternative strongly supports goal
- Alternative supports goal
- Alternative does not support goal

Tables 7.2 through 7.6 identify the ratings for each alternative with respect to the five goals. Tables containing the raw data for each of the evaluation measures can be found in *Technical Memorandum No. 4, Evaluation Process and Results*.

7.4 Southwest Transitway Evaluation Measures

The evaluation measures for each goal are listed below.

Goal 1: Improve Mobility

- Project Ridership (2030)
- New Transit Riders (2030)
- Travel Time Savings (2030)
- Transportation Capacity
- Travel Time Competitiveness
- System Integration
- Transit Dependent Populations Served
- Jobs and Population Served

Goal 2: Provide a Cost-Effective and Efficient Travel Option

- Capital Cost (2015)
- Operating Cost (2015)
- Preliminary Cost-Effectiveness Index (CEI)
- Peer City Comparisons
- Potential Impact to Street Network

Goal 3: Protect the Environment

- Vehicle Miles of Travel
- Emissions
- Potentially affected natural environment
- Potentially affected residences
- Inventory of compact land use at stations

Goal 4: Preserve the Quality of Life

- Anticipated impact of vehicle technology on property values
- Access to community amenities (libraries, parks, trails)
- Access to employment opportunities for low-income households (2030)
- Intermodal connections
- Integration and documentation of transit-oriented development (TOD) opportunities/plans in local comprehensive plans
- Transit ridership forecast (2030)
- Potential for intensification of land use around stations
- Consistency with regional growth plans
- Impact of park-and-ride lots on existing and planned development at stations
- Access to and accommodation of the existing and future trail system

Goal 5: Support Economic Development

- TOD potential at station locations
- Jobs within 1/2 mile of stations (2030)
- Other activity generators (schools, medical facilities, entertainment venues, etc.) within 1/2 mile of stations.
- Consistency with local comprehensive plan goals regarding economic development and redevelopment at stations, including park-and-ride sites

7.5 Evaluation Results

7.5.1 Goal 1: Improve Mobility

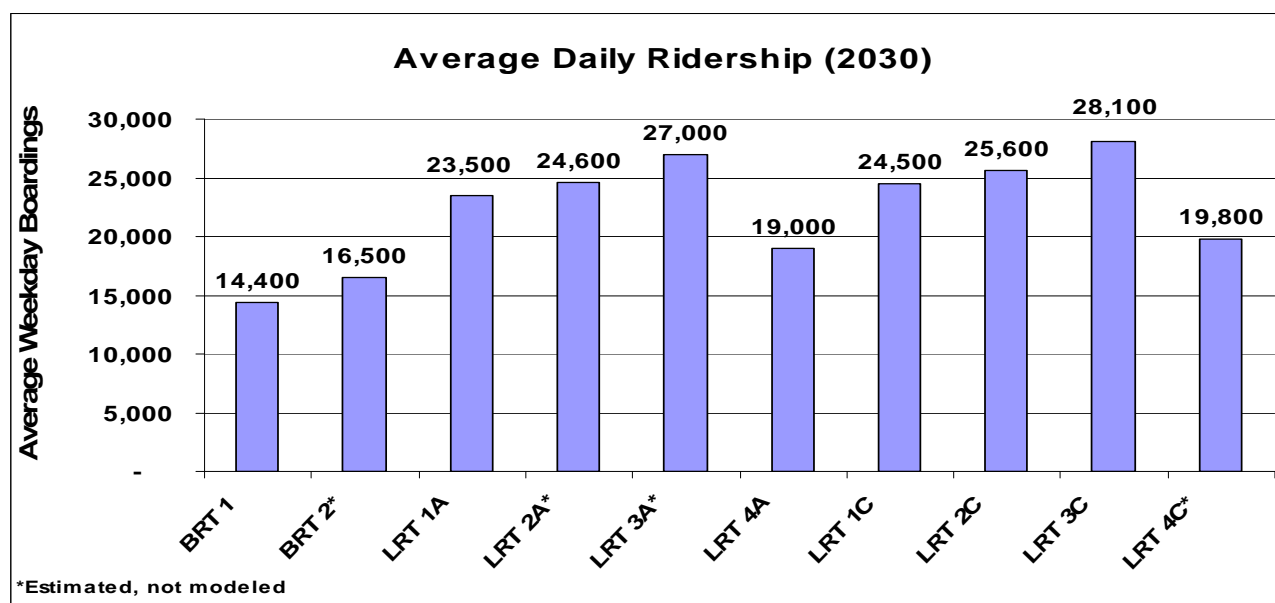
Each of the evaluation measures for Goal 1 was applied to the build alternatives described in Chapter 5, Definition of Alternatives. Resulting ratings are described below and summarized in Table 7.2.

Transit Ridership Forecast (2030) – Defined as the estimated number of transit riders in the forecast year of 2030 using the Metropolitan Council's travel demand model.

<u>Ratings:</u>	Strongly supports goal =	More than 20,000 passengers per day
	Supports goal =	15,000 to 20,000 passengers per day
	Does not support goal =	Less than 15,000 passengers per day

Results:

Figure 7.2 Average Daily Ridership (2030)



LRT 1A, LRT 2A, LRT 3A, LRT 1C, LRT 2C and LRT 3C attract an average weekday ridership of over 20,000 passengers a day, and are therefore considered to strongly support the goal of improving mobility.

BRT 2, LRT 4A and LRT 4C attract an average weekday ridership of between 15,000 and 20,000 passengers a day, and are therefore considered to support the goal of improving mobility.

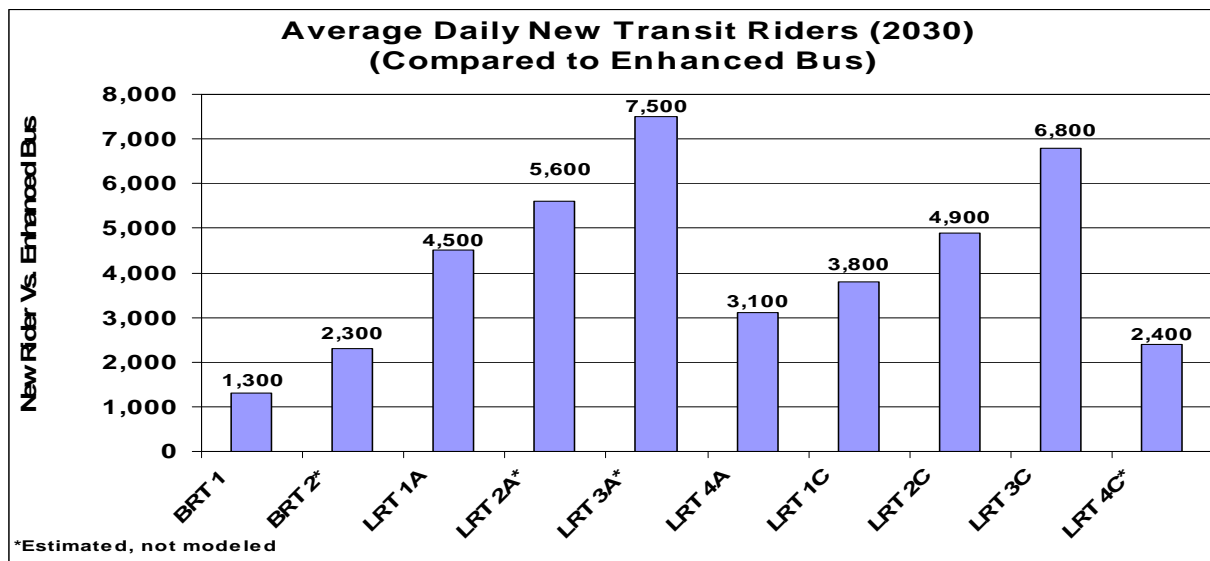
BRT 1 attracts an average weekday ridership of less than 15,000 and is therefore considered to not support the goal of improving mobility.

New Transit Riders (2030) - Defined as the estimated number of new transit riders compared to the Enhanced Bus alternative in the forecast year of 2030 using the Metropolitan Council's travel demand model.

Ratings: Strongly supports goal = More than 4,000 new passengers per day
 Supports goal = 2,000 to 4,000 new passengers per day
 Does not support goal = Less than 2,000 new passengers per day

Results:

Figure 7.3 Average Daily New Transit Riders (2030) Compared to Enhanced Bus



LRT 1A, LRT 2A, LRT 3A, LRT 2C and LRT 3C attract an average of over 4,000 new transit riders a day, and are therefore considered to strongly support the goal of improving mobility.

BRT 2, LRT 4A, LRT 1C and LRT 4C attract an average of between 2,000 and 4,000 new transit riders a day, and are therefore considered to support the goal of improving mobility.

BRT 1 attracts less than 2,000 new transit riders a day, and is therefore considered to not support the goal of improving mobility.

Travel Time Savings (2030) - Defined as the change in annual vehicle hours traveled (VHT) relative to the Enhanced Bus alternative in the forecast year of 2030 using the Metropolitan Council's travel demand model. This applies to automobile trips only.

Ratings: Strongly supports goal = More than a 1% savings in VHT
 Supports goal = 0 to 1% savings in VHT
 Does not support goal = Increased VHT

Results:

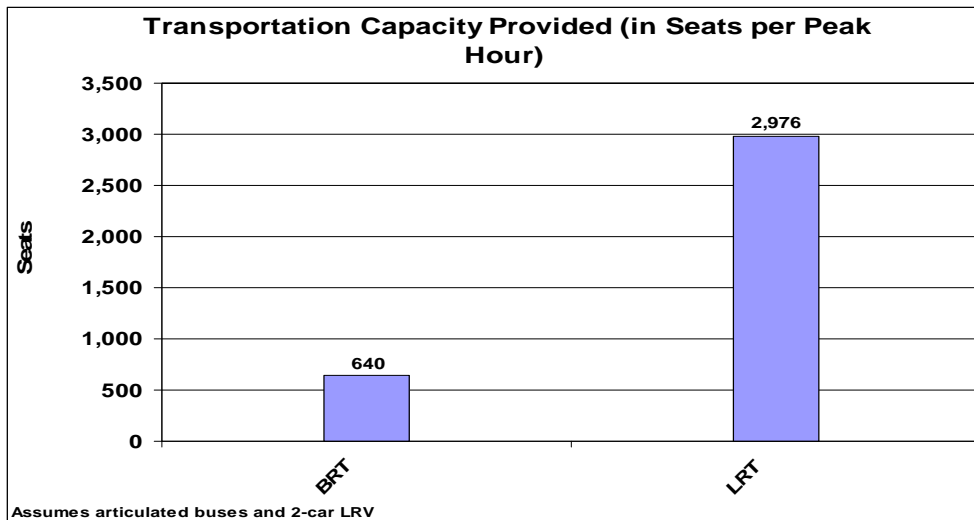
All 10 alternatives are projected to result in a reduction of vehicle hours of travel (VHT) of less than 1% and are therefore considered to support the goal of improving mobility.

Transportation Capacity Provided - Defined as the number of transit spaces provided by the alternative based upon vehicle capacity and frequency of service.

Ratings: Strongly supports goal = More than 2,000 seats during a peak hour.
Supports goal = 1,000 to 2,000 seats during a peak hour.
Does not support goal = Less than 1,000 seats during a peak hour.

Results:

Figure 7.4 Transportation Capacity Provided (in Seats per Peak Hour)



The BRT alternatives were estimated to provide 640 transit spaces during a peak hour; the LRT alternatives were estimated to provide 2,976 transit spaces during a peak hour. This was calculated by multiplying the vehicle capacity of the alternative by the number of trips during a peak hour. Using a 7.5 minute peak frequency, both the BRT and LRT alternatives would provide 8 trips per peak hour per direction. Because the BRT vehicles cannot be coupled into multiple-car trains, their passenger capacity is limited to 80 transit spaces per vehicle, assuming an articulated vehicle. This equates to 640 transit spaces per peak hour per direction. Because the LRT vehicles (LRVs) can be coupled into 2- and 3-car trains, with each LRV carrying 186 passengers, the passenger capacity per 2-car train set is 372. This equates to 2,976 transit spaces per peak hour per direction.

All LRT alternatives with 2-car trains can provide a peak hour, peak direction passenger capacity of 2,976 and are therefore considered to strongly support the goal of improving mobility.

BRT 1 and BRT 2 can provide a peak hour, peak direction passenger capacity of 640, and are therefore considered to not support the goal of improving mobility.

Travel Time Competitiveness - Defined as the estimated afternoon rush hour travel time via the proposed transitway versus the single occupant vehicle for a number of origin/destination pairs.

Ratings: Strongly supports goal = 2 minutes faster than auto in 3 + cases.
Supports goal = +/- 2 minutes of auto in 3 + cases.
Does not support goal = 2 minutes slower than auto in 3 + cases.

Results:

LRT 2C is the only alternative that provides travel times at least two minutes faster than an auto for three or more of the origin/destination pairs and is therefore considered to strongly support the goal of improving mobility.

LRT 1A, 2A, 3A, 4A, 1C, 3C and 4C provide travel times equivalent to automobile travel times in at least 3 of the origin/destination pairs and are therefore considered to support the goal of improving mobility.

The BRT alternatives provide travel times that are 2 minutes slower than an auto in three or more of the origin/destination pairs and are therefore considered to not support the goal of improving mobility.

System Integration - Defined as an alternative's ability to connect to existing and proposed transitways as identified in the Metropolitan Council's *Transportation Policy Plan* (TPP).

Ratings: Strongly supports goal = Can be easily interlined with existing and planned transitways.
Supports goal = Transfer required at either north or south end.
Does not support goal = Transfer required at both north and south end.

Results:

LRT 1A, 2A and 3A can be interlined with the Hiawatha and proposed Central LRT lines and are therefore considered to strongly support the goal of improving mobility.

LRT 1C, LRT 2C and LRT 3C require a transfer at the north end in downtown Minneapolis and LRT 4A requires a transfer at the south end and therefore are considered to support the goal of improved mobility.

The BRT and LRT 4C alternatives require transfers at both the north and south ends and therefore considered to not support the goal of improving mobility.

Transit Dependent Populations Served - Defined as the number of elderly (65 and older), youth (18 and younger), disabled, and zero-car households within ½ mile of stations based upon socioeconomic data contained in the 2000 Census. At the request of the Southwest Policy Advisory Committee (PAC), low income was also used as an indicator of transit dependency. Low-income households were defined as households with annual incomes less than 60% of the Median Family Income (MFI) in the 7-county metropolitan area. The MFI in 2000 was \$59,358; 60% of that is \$35,614.

Ratings: Strongly supports goal = Significant improvement over the Enhanced Bus alternative

Supports goal = Similar to or moderate improvement over the Enhanced Bus alternative

Does not support goal = Significantly below the Enhanced Bus alternative

Results:

Figure 7.5 Number of Transit Dependent Persons Living Within ½-Mile of Stations

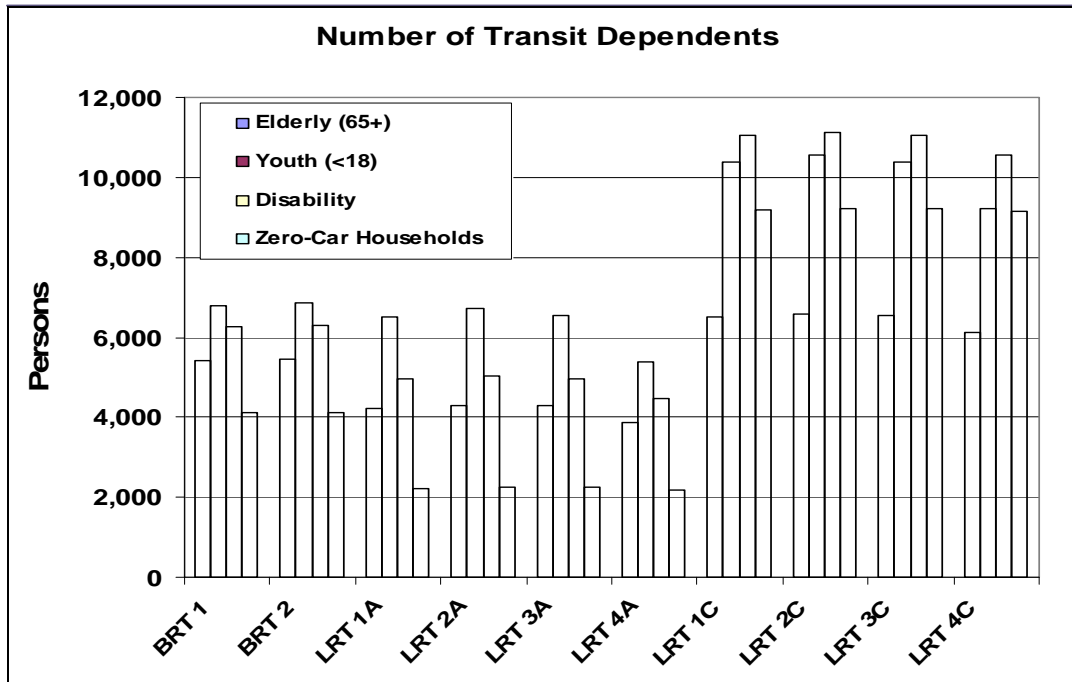
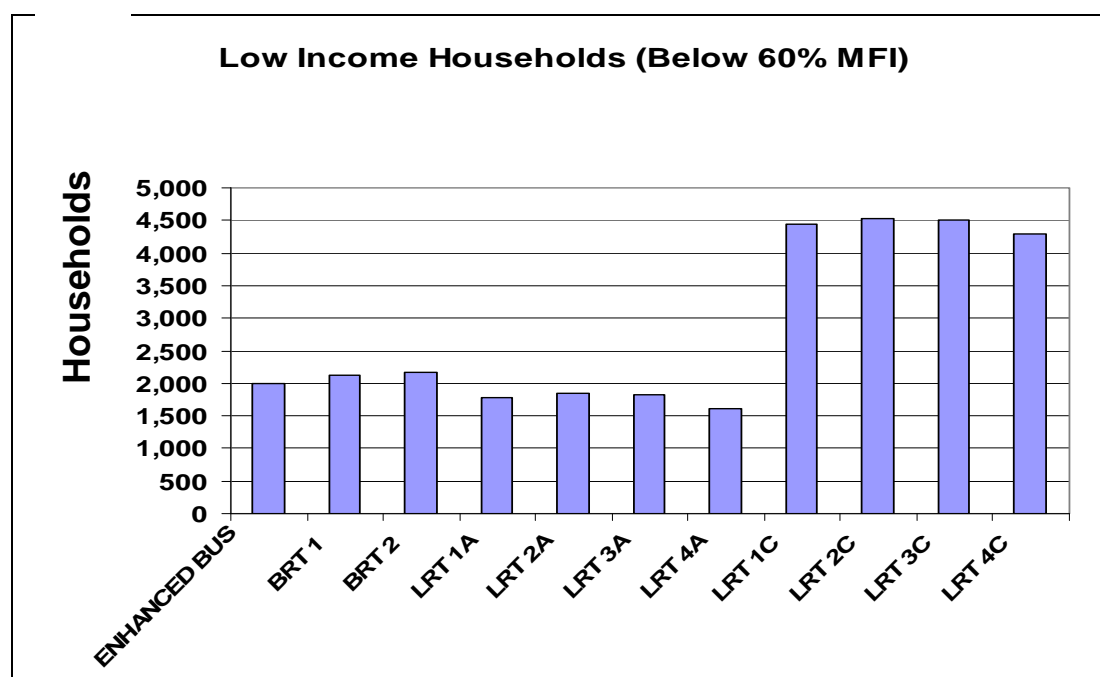


Figure 7.6 Low Income Households Living Within ½-Mile of Stations



Among the alternatives, LRT 1C, LRT 2C, LRT 3C and LRT 4C have the highest numbers of elderly (65 and older), youth (18 and younger), disabled, and zero-car households within ½ mile of stations in the forecast year of 2030 (Figure 7.5). LRT 1C, LRT 2C, LRT 3C and LRT 4C also have significantly higher populations of low income households within ½ mile of stations than does the Enhanced Bus alternative (Figure 7.6), and are therefore considered to strongly support the goal of serving transit dependent populations.

Compared to the LRT C alternatives, LRT 1A, LRT 2A, LRT 3A, LRT 4A, BRT 1 and BRT 2 have lower numbers of elderly (65 and older), youth (18 and younger), disabled, and zero-car households within ½ mile of stations in the forecast year of 2030. LRT 1A, LRT 2A, LRT 3A, LRT 4A, BRT 1 and BRT 2 also have similar or moderately higher populations of low income households within ½ mile of stations than the Enhanced Bus alternative, and are therefore considered to support the goal of transit dependent populations served.

It is important to note that LRT A alternatives terminate at the proposed Intermodal Station, and therefore do not extend into downtown Minneapolis as Southwest alternatives, but rather through the Hiawatha LRT line. Populations within ½ mile of the Hiawatha LRT stations (Warehouse, Nicollet, Government Center, and Metrodome) that would be accessed by the LRT 1A, LRT 2A, LRT 3A and LRT 4A alternatives are not included in these calculations because these stations are not technically considered part of those Southwest LRT alternatives.

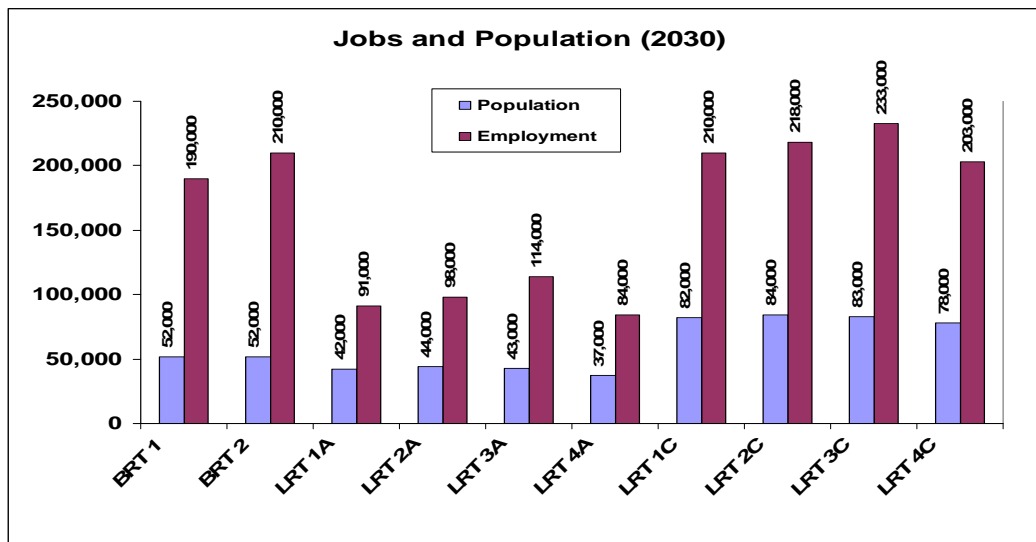
Jobs and Population within 1/2 mile of station (Year 2030) - Defined as jobs and population within ½ mile of stations in the forecast year of 2030 based upon socioeconomic forecasts contained in the Metropolitan Council's travel demand model. As explained previously, jobs and population within ½ mile of the Hiawatha LRT stations (Warehouse, Nicollet, Government Center and Metrodome) that would be utilized by the LRT 1A, LRT 2A, LRT 3A and LRT 4A alternatives are not included in these

calculations.

<u>Ratings:</u>	Strongly supports goal =	More than 70,000 people More than 175,000 jobs
	Supports goal =	35,000 to 70,000 people 75,000 to 175,000 jobs
	Does not support goal =	Less than 35,000 people Less than 75,000 jobs

Results:

Figure 7.7 Jobs and Population Within ½-Mile of Stations (2030)



LRT 1C, 2C, 3C and 4C serve more than 70,000 people and 175,000 jobs and are therefore considered to strongly support the goal of improving mobility.

LRT 1A, 2A, 3A and 4A serve between 35,000 to 70,000 people and between 75,000 to 175,000 jobs, and are therefore considered to support the goal of improving mobility. BRT 1 and BRT 2 serve between 35,000 to 70,000 people and over 175,000 jobs, and are therefore considered to support the goal of improving mobility.

Table 7.2 Goal 1 Evaluation Ratings – Improve Mobility

Alternatives	Forecast Ridership (2030)	New Transit Riders (2030)	Travel Time Savings (2030)	Transitway Transportation Capacity Provided in Peak Hour	Travel Time Competitiveness (Transit vs. Auto)	System Integration	Transit Dependent Populations	Population and Employment ² (2030)	
BRT 1 Eden Prairie to Minneapolis, HCRRRA	●	●	◐	●	●	●	◐	◐	○
BRT 2¹ - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ TH 169/HCRRRA	◐	○	◐	●	●	●	◐	◐	○
LRT 1A - Eden Prairie to Minneapolis, HCRRRA/Kenilworth/ Royalston	○	○	◐	○	◐	○	◐	◐	◐
LRT 2A¹ - Eden Prairie to Minneapolis, I-494/HCRRRA/ Kenilworth/Royalston	○	○	◐	○	◐	○	◐	◐	◐
LRT 3A¹ - Eden Prairie to Minneapolis, Golden Triangle/ Opus/HCRRRA/ Kenilworth/ Royalston	○	○	◐	○	◐	○	◐	◐	◐
LRT 4A - Hopkins to Minneapolis, HCRRRA/ Kenilworth/Royalston	◐	◐	◐	○	◐	◐	◐	◐	◐
LRT 1C - Eden Prairie to Minneapolis, HCRRRA/ Midtown/ Nicollet	○	◐	◐	○	◐	◐	○	○	○
LRT 2C - Eden Prairie to Minneapolis, I-494/HCRRRA / Midtown/Nicollet	○	○	◐	○	○	◐	○	○	○
LRT 3C - Eden Prairie to Minneapolis, Golden Triangle/ Opus/HCRRRA/ Midtown/Nicollet	○	○	◐	○	◐	◐	○	○	○
LRT 4C¹ - Hopkins to Minneapolis, HCRRRA/Midtown/ Nicollet	◐	◐	◐	○	◐	●	○	○	○
¹ Estimated not modeled									
² Because LRT A alternatives end at the Intermodal Station, these alternatives access downtown employment via the Hiawatha line. Downtown employment is therefore not reflected in "A" station area numbers.									
Evaluation Breakpoints									
● Does not support goal	< 15 thousand	<2 thousand	Increased VHT	<1000 seats	>2 min slower than auto in 3 or more O/D pairs	Transfer required at north and south end	Below baseline alternative	<35 thousand	<75 thousand
◐ Supports goal	15-20 thousand	2-4 thousand	0-1% savings	1000-2000 seats	Equivalent to auto (w/in 2 min) in 3 or more O/D pairs	Transfer required at either north or south end	Moderate improvement over baseline alternative	35-70 thousand	75-175 thousand
○ Strongly supports goal	> 20 thousand	>4 thousand	>1% savings	>2000 seats	>2min faster than auto in 3 or more O/D pairs	Interlined with existing/planned transitway	Significant improvement over baseline alternative	>70 thousand	>175 thousand

¹Estimated not modeled

7.5.2 Goal 2: Provide a Cost-Effective and Efficient Travel Option

The performance of the alternatives under the evaluation measures for Goal 2 is described below and summarized in Table 7.3.

Capital Costs (2015) - Defined as the one-time costs to construct the transitway (guideway, stations, structures, right-of-way, engineering/design, administrations and contingencies), escalated from 2006 to 2015 using a 2.7% inflation rate.

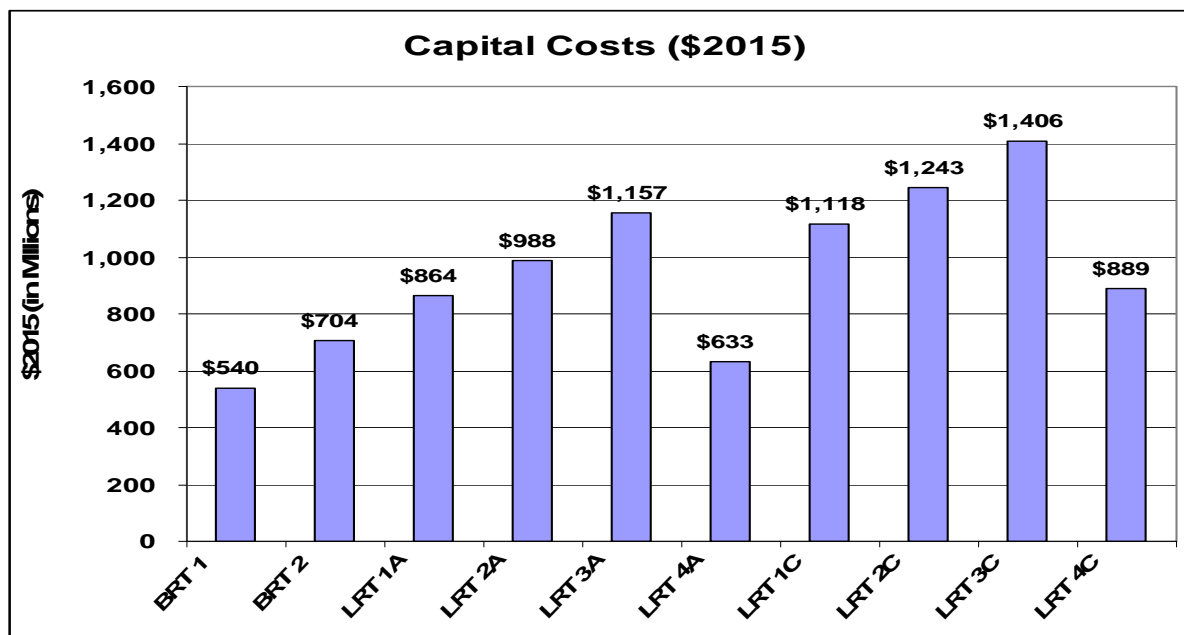
<u>Ratings:</u>	Strongly supports goal =	Less than \$750 million total Less than \$40 million per mile
	Supports goal =	\$750 million to \$1.5 billion total \$40 to \$90 million per mile
	Does not support goal =	More than \$1.5 billion total More than \$90 million per mile

Results:

BRT 1, BRT 2 and LRT 4A have estimated capital costs less than \$750 million and are therefore considered to strongly support the goal of providing a cost-effective/efficient travel option.

LRT 1A, LRT 2A, LRT 3A, LRT 1C, LRT 2C, LRT 3C and LRT 4C have estimated capital costs between \$750 million and \$1.5 billion and are therefore considered to support the goal of providing a cost-effective/efficient travel option.

Figure 7.8 Capital Costs (2015)

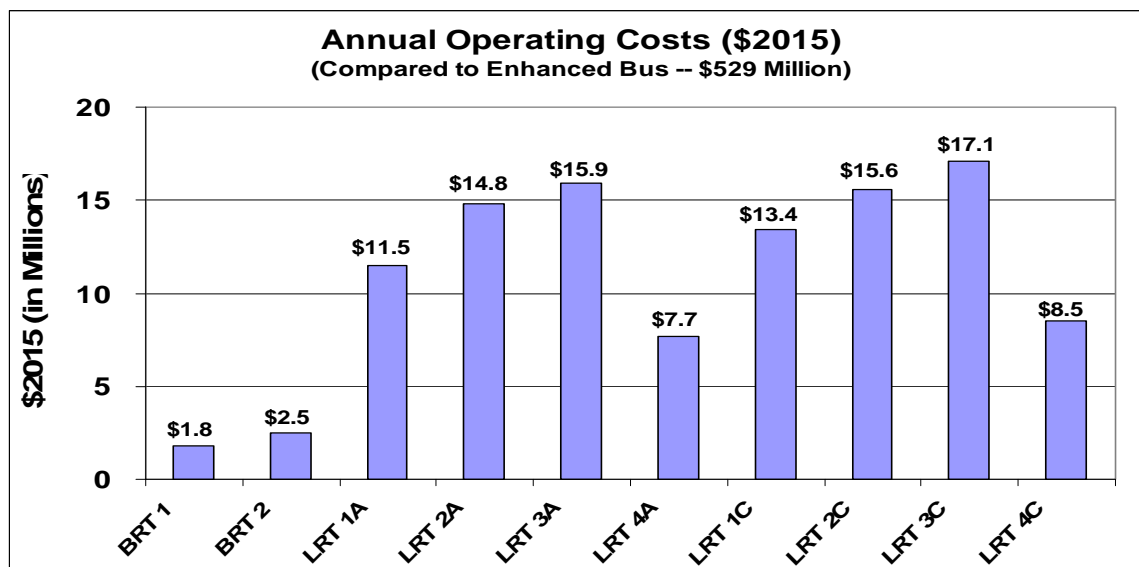


Operating Costs (2015) - Defined as the ongoing annual costs to operate and maintain the transitway alternative compared to the Enhanced Bus alternative, escalated from 2005 to 2015 using a 2.7 % inflation rate.

Ratings: Strongly supports goal = Less than \$12 million annually
 Supports goal = \$12 million to \$23 million annually
 Does not support goal = More than \$23 million annually

Results:

Figure 7.9 Annual Operating Costs (\$2015) Above Enhanced Bus



BRT1, BRT 2, LRT 1A and LRT 4A have projected operating costs of less than \$12 million annually and are therefore considered to strongly support the goal of providing a cost-effective/efficient travel option.

LRT 2A, LRT 3A, LRT 1C, LRT 2C, LRT 3C and LRT 4C have projected operating costs between \$12 million and \$23 million annually and are therefore considered to support the goal of providing a cost-effective/efficient travel option.

FTA Cost-Effectiveness Index (CEI) - Defined as an alternative's annualized project cost (above the Enhanced Bus alternative) divided by its transportation system user benefits (above the Enhanced Bus alternative). User benefits are the traveler's time savings. Preliminary CEIs were calculated using the capital and operating costs and ridership estimated and/or projected at the AA-level of analysis.

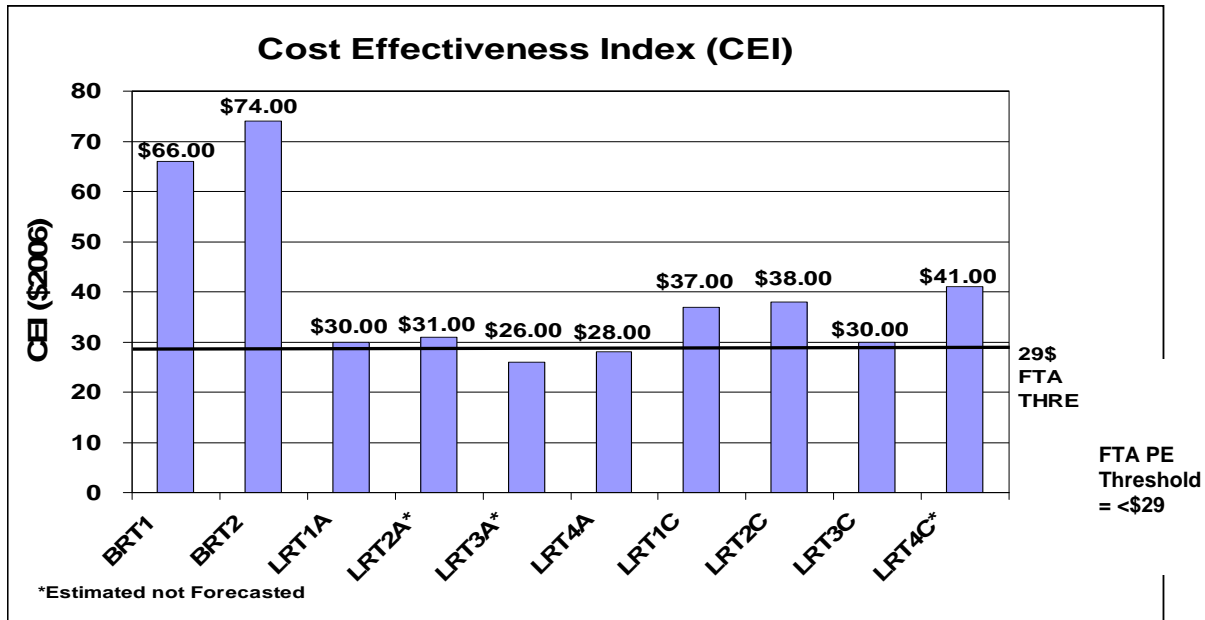
The FTA CEI threshold for approving a transitway to enter into Preliminary Engineering is \$28.99 or less.

Ratings: Strongly supports goal = Less than \$29 (under FTA threshold for PE)
 Supports goal = \$30 to \$35 (exceed FTA threshold by no more

Does not support goal = than 20%)
More than \$35 (exceeds FTA threshold by more than 20%)

Results:

Figure 7.10 Cost Effectiveness Index (CEI)



LRT 3A and LRT 4A have preliminary CEIs that fall under the FTA threshold of \$29 and are therefore considered to strongly support the goal of providing a cost-effective and efficient travel option.

LRT 1A, LRT 2A and LRT 3C have preliminary CEIs that exceed the FTA threshold by no more than 20% and are therefore considered to support the goal of providing a cost-effective and efficient travel option.

BRT1, BRT 2, LRT 1C, LRT 2C and LRT 4C have preliminary CEIs that exceed the FTA threshold by more than 20% and are therefore considered to not support the goal of providing a cost-effective and efficient travel option.

Peer City Comparisons – This evaluation compared the Southwest AA alternatives to existing peer city systems for operating costs/passenger mile, operating costs/trip, operating costs/revenue hour, and passengers/revenue hour. These are standard measures in the transit industry for effectiveness and efficiency. The data source is the 2004 National Transit Database (NTD).

Ratings: Strongly supports goal = Better than range of peer systems
Supports goal = Within range of peer systems
Does not support goal = Worse than range of peer systems

Results:

All LRT and BRT alternatives perform better than their peers in terms of passengers/revenue hour, and fall within the range of their peer cities for the three other comparisons (operating costs / trip, and operating costs / revenue hour). All LRT and BRT alternatives are therefore considered to support the goal of cost effectiveness and efficiency.

Potential Impact to Street Network - Defined as the identification of intersections likely to require a traffic analysis during future detailed environmental study phase.

<u>Ratings:</u>	Strongly supports goal =	Avoids impact to street network
	Supports goal =	Some potential impact to street network
	Does not support goal =	Potentially significant impact to street network

Results:

BRT 1, BRT 2, LRT 1A, LRT 2A, LRT 3A and LRT 4A are considered to have some potential impact to the street network and are therefore considered to support the goal of providing a cost-effective/efficient travel option.

LRT 1C, LRT 2C, LRT 3C and LRT 4C are considered to have potentially significant impacts to the street network, particularly in downtown Minneapolis, and are therefore considered to not support the goal of providing a cost-effective/efficient travel option.

Table 7.3 Goal 2 Evaluation Ratings – Provide a Cost-Effective and Efficient Travel Option

Alternatives	Transitway Capital Cost (2015)		Transitway Operating Costs (Annual Increment over Enhanced Bus) (2015)	Preliminary Cost Effectiveness Index (CEI) (2006\$) ¹	Peer City Comparison (2004)				Intersections identified for analysis during EIS
	Total	Per Mile			Operating cost / passenger mile ²	Operating cost / trip	Operating cost / revenue vehicle hour	Passengers / hour	
BRT 1 - Eden Prairie to Minneapolis, HCRRA	○	○	○	●	◐	◐	◐	○	◐
BRT 2¹ - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ TH 169/ HCRRA	○	○	○	●	◐	◐	◐	○	◐
LRT 1A - Eden Prairie to Minneapolis, HCRRA/ Kenilworth/ Royalston	◐	◐	○	◐	◐	◐	◐	○	◐
LRT 2A¹ - Eden Prairie to Minneapolis, I-494/ HCRRA/ Kenilworth/ Royalston	◐	◐	◐	◐	◐	◐	◐	○	◐
LRT 3A¹ - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ HCRRA/ Kenilworth/ Royalston	◐	◐	◐	○	◐	◐	◐	○	◐
LRT 4A - Hopkins to Minneapolis, HCRRA/ Kenilworth/ Royalston	○	◐	○	○	◐	◐	◐	○	◐
LRT 1C - Eden Prairie to Minneapolis, HCRRA/ Midtown/ Nicollet	◐	◐	◐	●	◐	◐	◐	○	●
LRT 2C - Eden Prairie to Minneapolis, I-494/ HCRRA/ Midtown/ Nicollet	◐	◐	◐	●	◐	◐	◐	○	●
LRT 3C - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ HCRRA/ Midtown/ Nicollet	◐	◐	◐	◐	◐	◐	◐	○	●
LRT 4C¹ - Hopkins to Minneapolis, HCRRA/ Midtown/ Nicollet	◐	◐	◐	●	◐	◐	◐	○	●
¹ Estimated not modeled									
² FTA New Starts Evaluation Measure									
Evaluation Breakpoints									
● Does not support goal	>\$1.5 billion	>\$90 million	>\$23 million (2015)	>\$35.00 Exceeds FTA New Starts Threshold by >20%	Cost above range of peer systems	Cost above range of peer systems	Cost above range of peer systems	Below range of peer systems	Potentially significant impact to street network
○ Supports goal	\$750-1.5 billion	\$40-90 million	\$12 million - \$23 million (2015)	\$20-35 Within 20% of FTA New Starts Threshold	Cost within range of peer systems	Cost within range of peer systems	Cost within range of peer systems	Within range of peer systems	Some impact to street network likely
○ Strongly supports goal	<\$750 million	<\$40 million	<\$12 million (2015)	<\$29.00 Consistent w/FTA New Starts Threshold	Cost below range of peer systems	Cost below range of peer systems	Cost below range of peer systems	Above range of peer systems	Avoids impact to street network

¹Estimated not modeled

7.5.3 Goal 3: Protect the Environment

The performance of alternatives under the evaluation measures for Goal 3 is described below and summarized in Table 7.4.

Change in vehicle miles of travel (VMT) (2030) - Defined as the change in VMT in the forecast year of 2030 using the Metropolitan Council's travel demand model.

<u>Ratings:</u>	Strongly supports goal =	More than a 5% reduction
	Supports goal =	0 to 5% reduction
	Does not support goal =	No reduction

Results:

All 10 alternatives are expected to result in a reduction in VMT of less than 5% and are therefore all considered to support the goal of protecting the environment.

Reduction in emissions of hydrocarbons (HC), volatile organic compounds (VOC), nitrous oxides (NO_x) and carbon monoxide (CO) in annual metric tons (Year 2030) - Defined as the change/reduction in emissions in the forecast year of 2030, based on change in VMT using the Metropolitan Council's travel demand model.

<u>Ratings:</u>	Strongly supports goal =	More than a 5% reduction
	Supports goal =	0 to 5% reduction
	Does not support goal =	No reduction

Results:

BRT 1, BRT 2, LRT 1A, LRT 2A, LRT 3A, LRT 1C, LRT 2C and LRT 3C are expected to result in a reduction in HC, VOC, NO_x and CO of less than 5% and are therefore considered to support the goal of protecting the environment.

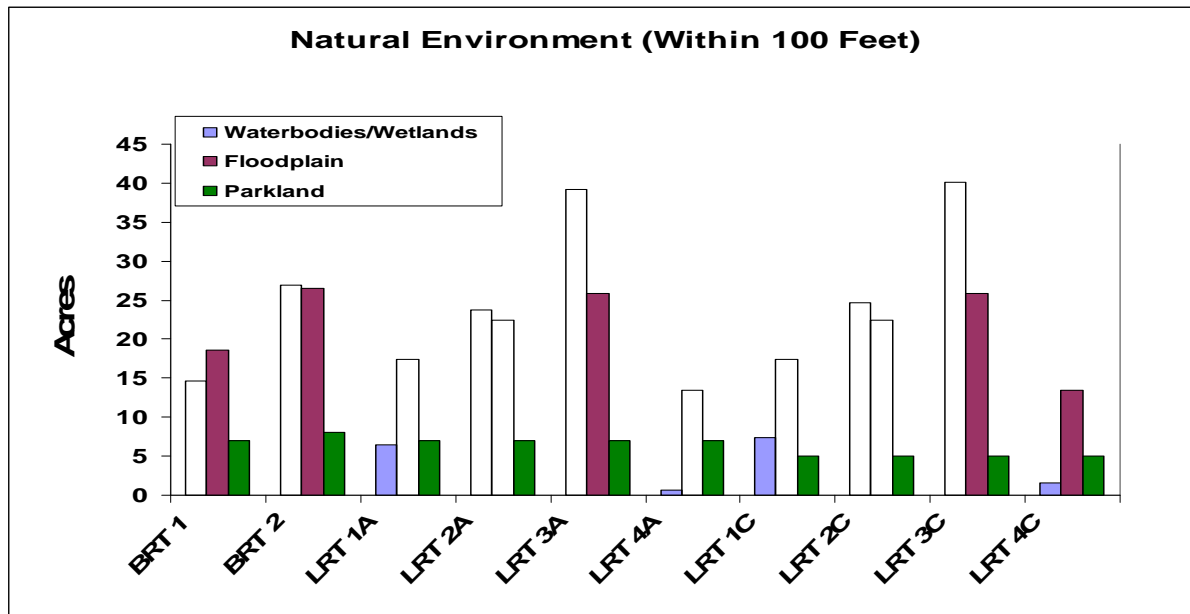
LRT 4A and LRT 4C are not expected to result in a reduction in HC, VOC, NO_x and CO, and are therefore considered to not support the goal of protecting the environment.

Potentially affected natural environment (wetlands, waterbodies, parklands and floodplains) within 100 feet - Defined as the number of wetlands, waterbodies, parklands and floodplains within 100 feet of the center line of the proposed transitway. The MetroGIS database was used to compile this information.

<u>Ratings:</u>	Strongly supports goal =	Less than 25 acres combined
	Supports goal =	20 to 50 acres combined
	Does not support goal =	More than 50 acres combined

Results:

Figure 7.11 Natural Environment (Within 100 Feet)



Due to their shorter routes, LRT 4A and LRT 4C affect less than 25 acres of the natural environment and are therefore considered to strongly support the goal of protecting the environment.

BRT 1, LRT 1A and LRT 1C are expected to affect between 25 and 50 acres of the natural environment and are therefore considered to support the goal of protecting the environment.

BRT 2, LRT 2A, LRT 3A, LRT 2C and LRT 3C are expected to affect more than 50 acres of the natural environment and are therefore considered to not support the goal of protecting the environment.

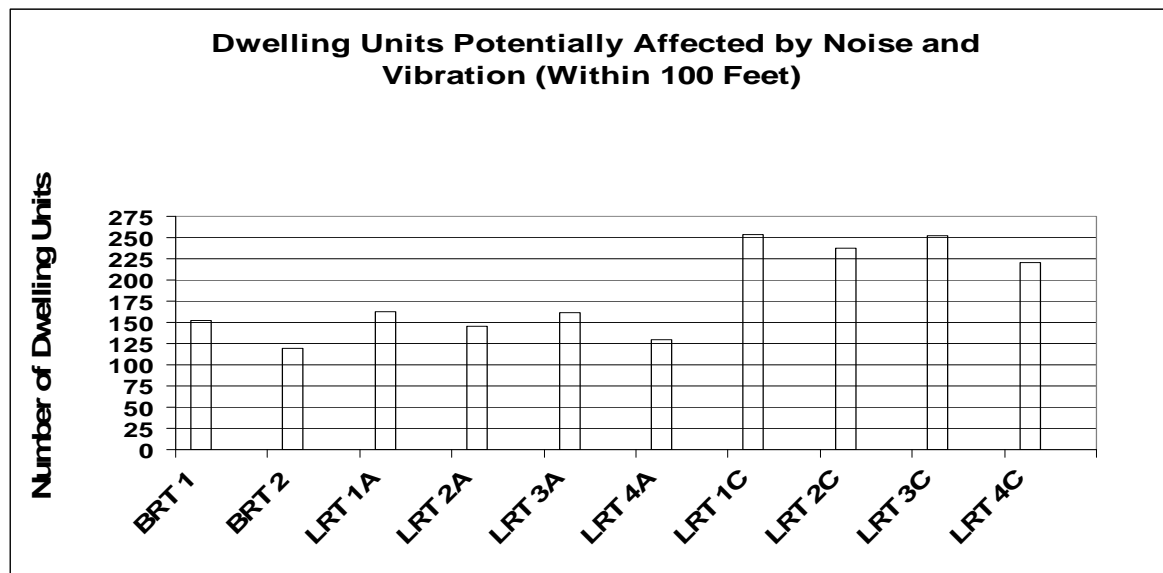
Residents potentially affected by noise or vibration - Defined as the number of dwelling units within 100 feet of the center of the proposed transitway which could potentially be affected by noise and vibration. It should be noted that detailed noise and vibration studies need to be conducted to identify dwelling units actually affected by noise and vibration. These detailed noise and vibration studies will be conducted at a later phase in the project development process.

For this analysis the MetroGIS database and county property information were used to compile the information.

<u>Ratings:</u>	Strongly supports goal =	Less than 50 units
	Supports goal =	50 to 200 units
	Does not support goal =	More than 200 units

Results:

Figure 7.12 Dwelling Units Potentially Affected by Noise and Vibration (Within 100 Feet)



BRT 1, BRT 2, LRT 1A, LRT 2A, LRT 3A and LRT 4A may affect between 50 and 200 dwelling units and are therefore considered to support the goal of protecting the environment.

LRT 1C, LRT 2C, LRT 3C and LRT 4C may affect more than 200 dwelling units and are therefore considered to not support the goal of protecting the environment.

Inventory of efficient, compact land use at station locations - Consistent with FTA New Starts criteria, this evaluation criterion utilizes population density per square mile and total corridor employment within ½ mile of stations as quantitative guidelines to assign land use ratings. Denser development at station areas promotes transit use and helps protect the environment by reducing auto trips and emissions, as well as the amount of land used by development (sprawl).

<u>Ratings:</u>	Strongly supports goal =	More than 10,000 persons per square mile More than 175,000 jobs within ½ mile of stations
	Supports goal =	3,333 to 10,000 persons per square mile 75,000 to 175,000 jobs within ½ mile of stations
	Does not support goal =	Less than 3,333 persons per square mile Less than 75,000 jobs within ½ miles of stations

Population

BRT 1, BRT 2, LRT 1A, LRT 2A, LRT 4A, LRT 1C, LRT 2C, LRT 3C and LRT 4C are projected to have a population density of between 3,333 to 10,000 persons per square mile in 2030 and are therefore considered to support the goal of protecting the environment.

LRT 3A is projected to have a population density of less than 3,333 persons per square mile in 2030 and is therefore considered to not support the goal of protecting the environment.

Results:

Figure 7.13 Population Density Within ½ Mile of Station (2030)

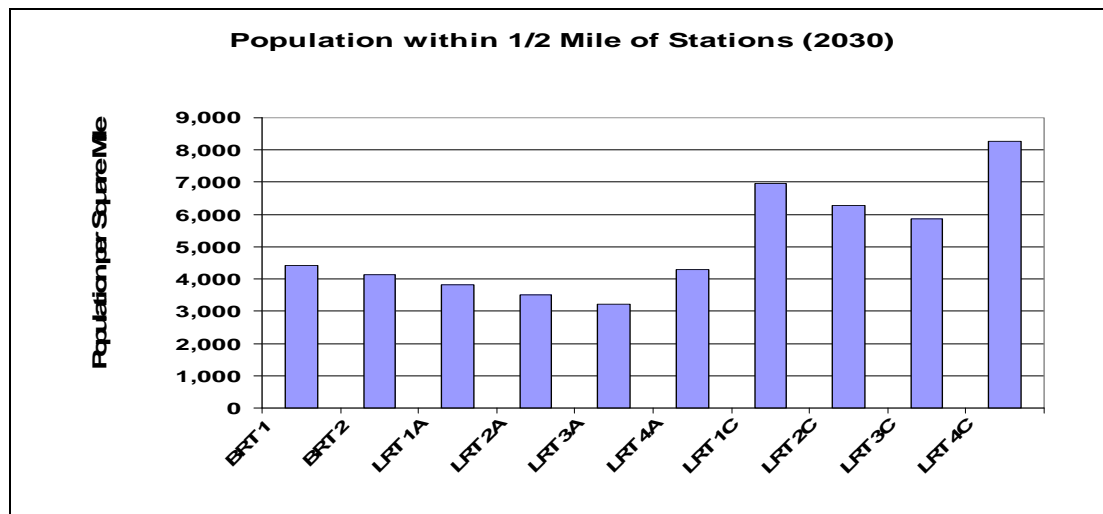
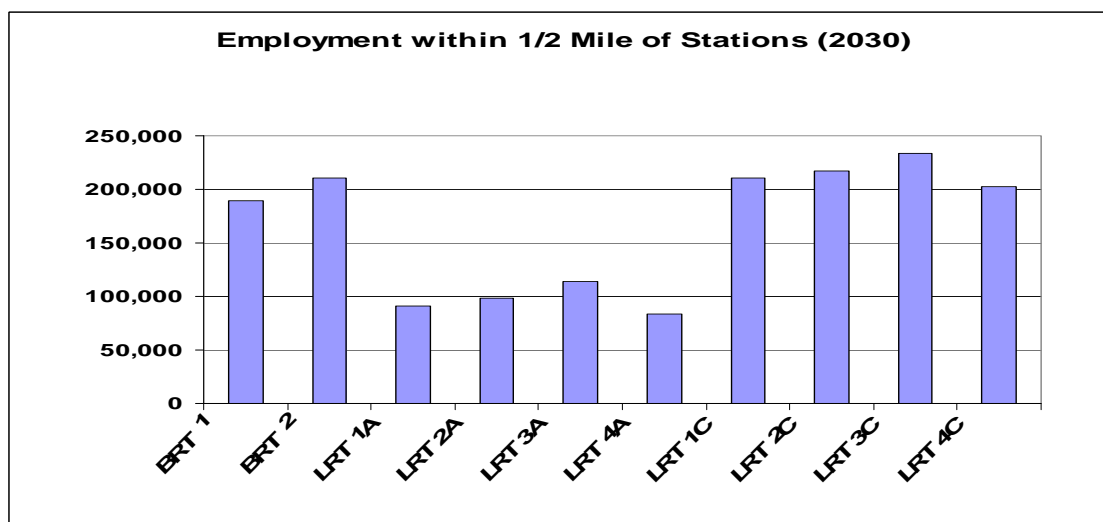


Figure 7.14 Employment Within ½ Mile of Station (2030)



Employment

BRT 1, BRT 2, LRT 1C, LRT 2C, LRT 3C and LRT 4C are projected to have more than 175,000 jobs within ½ mile of stations in 2030 and are therefore considered to strongly support the goal of protecting the environment.

LRT1A, LRT 2A, LRT 3A and LRT 4A are projected to have between 75,000 and 175,000 jobs within ½ mile of stations in 2030 and are therefore considered to support the goal of protecting the environment.

Table 7.4 Goal 3 Evaluation Ratings – Protect the Environment

Alternatives	Change in vehicle miles of travel (VMT) (Year 2030)	Reduction in VOC, NOX, CO in annual metric tons ² (Year 2030)	Potentially affected natural environment within 100 feet	Dwelling units potentially affected by noise or vibration	Inventory of efficient, compact land use within 1/2 mile of stations FTA New Starts Criteria	
					Population Density per Square Mile	Employment ³
BRT 1 - Eden Prairie to Minneapolis, HCRRA	●	●	●	●	●	○
BRT 2¹ - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ TH 169/ HCRRA	●	●	●	●	●	○
LRT 1A - Eden Prairie to Minneapolis, HCRRA/ Kenilworth/ Royalston	●	●	●	●	●	●
LRT 2A¹ - Eden Prairie to Minneapolis, I-494/ HCRRA / Kenilworth/ Royalston	●	●	●	●	●	●
LRT 3A¹ - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ HCRRA/ Kenilworth/ Royalston	●	●	●	●	●	●
LRT 4A - Hopkins to Minneapolis, HCRRA/ Kenilworth/ Royalston	●	●	○	●	●	●
LRT 1C - Eden Prairie to Minneapolis, HCRRA/ Midtown/ Nicollet	●	●	●	●	●	○
LRT 2C - Eden Prairie to Minneapolis, I-494/ HCRRA / Midtown/ Nicollet	●	●	●	●	●	○
LRT 3C - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ HCRRA/ Midtown/ Nicollet	●	●	●	●	●	○
LRT 4C¹ - Hopkins to Minneapolis, HCRRA/ Midtown/ Nicollet	●	●	○	●	●	○
¹ Estimated not modeled						
² FTA New Starts Evaluation Measure. Note: HC, a component of VOC, not picked up separately by Mobile6 model						
³ Because LRT A alternatives end at the Intermodal Station, these alternatives access downtown employment via the Hiawatha line. Downtown employment is therefore not reflected in "A" station area numbers.						
Evaluation Breakpoints						
● Does not support goal	0% Reduction	0% Reduction	>50 acres of combined potentially affected wetland, parkland and floodplain	>200 units	<3,333	<75,000 FTA Threshold for Low ranking
● Supports goal	0-5% Reduction	0-5% Reduction	25-50 acres	50-200 units	3,333-10,000	75,000-175,000 FTA Threshold for Low-Medium/ Medium ranking
○ Strongly supports goal	>5% Reduction	>5% Reduction	<25 acres	<50 units	>10,000	>175,000 FTA Threshold for High-Med/ High ranking

¹Estimated not modeled

7.5.4 Goal 4: Preserve the Quality of Life

The performance of the alternatives under the evaluation measures for Goal 4 is described below and summarized in Table 7.5.

Anticipated impact of vehicle technology on property values - Defined as the anticipated impact of LRT or BRT on property values based upon the results of national case studies.

<u>Ratings:</u> Strongly supports goal =	Research indicates a definite positive impact at stations
Supports goal =	Research indicates generally positive impact at stations
Does not support goal =	Research does not support positive impact at stations.

Results:

Numerous national studies indicate that property values often increase around well designed, fixed guideway transit stations. An annotated bibliography by Smith and Gihring¹ is included in the *Southwest Transitway AA Land Use Technical Memorandum*.

The national studies focus primarily on fixed guideway modes (LRT, commuter rail, heavy rail, dedicated BRT). The studies found a correlation between increased property values and proximity to fixed guideway stations.² While BRT has demonstrated viability for land use intensification³, there are suggestions in the studies that BRT infrastructure can be perceived as less permanent than that of fixed rail systems, and therefore, developers may be less likely to invest in the adjacent land. The studies suggest that the closer the operation of a BRT system is to a local street bus service, the less likely it would be to influence an increase in property values. Conversely, the closer the operation of a BRT system becomes to a fixed guideway system, the more likely it would be to increase property values.

LRT 1A, LRT 2A, LRT 3A , LRT 4A, LRT 1C, LRT 2C, LRT 3C and LRT 4C are exclusive guideways and are therefore considered to strongly support the goal of preserving the quality of life.

The routes for BRT 1 and BRT 2 consist of a majority of exclusive bus-only guideways, with the remainder of the route being bus-only shoulders, and are therefore more like the fixed guideways of LRT than Enhanced Bus service. Therefore, BRT 1 and BRT 2 are considered to support the goal of preserving the quality of life.

¹ Jeffery Smith and Thomas Gihring. "Financing Transit Systems Through Value Capture, An Annotated Bibliography", Victoria Transport Policy Institute, 2006.

² Litman, Todd, "Rail Transit in American, A Comprehensive Evaluation of Benefits", October 2004 Victoria Transport Policy Institute Produced with Support from the American Public Transportation Association.

³ *TCRP Report 90: Bus Rapid Transit: Volume 1: Case Studies in Bus Rapid Transit*, Transportation Research Board, Washington D.C., 2003.

Access to community amenities (libraries, parks, trails) - Defined as the number of existing libraries, parks, and trails within ½ mile of station locations.

Ratings: Strongly supports goal = Amenities within ½ mile of all stations
Supports goal = Amenities within ½ mile of several stations
Does not support goal = No amenities within ½ mile of stations

Results:

BRT 1, BRT 2, LRT 1A, LRT 2A, LRT 3A, LRT 4A, LRT 1C, LRT 2C, LRT 3C and LRT 4C have libraries, parks and trails within ½ mile of all stations and are therefore all considered to strongly support the goal of preserving the quality of life.

Access to employment opportunities for low-income households(2030) - Defined as the number of jobs and low-income households (below poverty level) within ½ mile of stations in the forecast year of 2030 based upon socioeconomic projections contained in the Metropolitan Council's travel demand model. Again, the jobs within ½ mile of the Hiawatha LRT stations (Warehouse, Nicollet, Government Center and Metrodome) that would be utilized by the LRT 1A, LRT 2A, LRT 3A and LRT 4A alternatives are not included in these calculations.

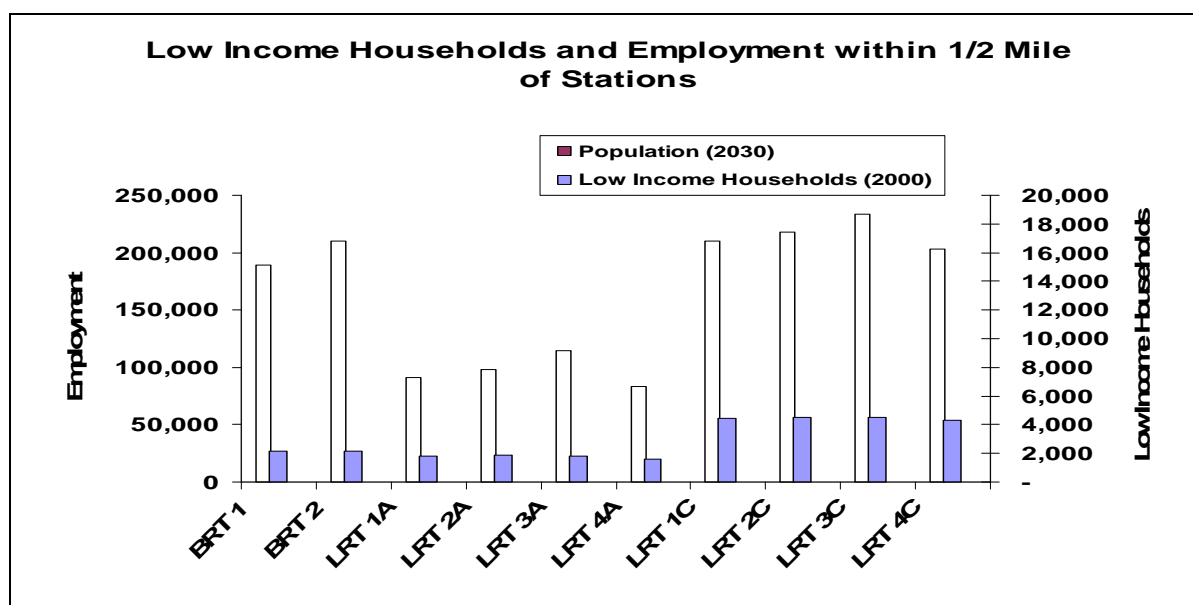
Ratings: Strongly supports goal = More than 4,000 low-income households
More than 175,000 jobs
Supports goal = 1,000 to 4,000 low-income households
75,000 to 175,000 jobs
Does not support goal = Less than 1,000 low-income households
Less than 75,000 jobs

Results:

LRT 1C, LRT 2C, LRT 3C and LRT 4C are projected to have more than 4,000 low-income households within ½ mile of stations, and over 75,000 jobs within ½ mile of stations, and are therefore considered to strongly support the goal of preserving the quality of life.

BRT 1, BRT 2, LRT 1A, LRT 2A, LRT 3A and LRT 4A are projected to have between 1,000 and 4,000 low-income households within ½ mile of stations, and over 75,000 jobs within ½ of stations, and are therefore considered to support the goal of preserving the quality of life.

Figure 7.15 Low Income Households and Employment Within ½ Mile of Station



Intermodal connections - Defined as a measure of the quality of the pedestrian, bicycle, transit, and auto connections to/from station locations.

Ratings: Strongly supports goal = High at majority of stations
 Supports goal = Moderate at majority of stations
 Does not support goal = Poor at majority of stations

Results:

BRT 1, LRT 1A, LRT 4A, LRT 1C and LRT 4C have a high number of stations with direct connections to the bike/ pedestrian trail, moderately good access to the majority of stations for connecting buses, and moderately good access to the majority of stations for automobiles at stations that provide park-and-ride, and are therefore considered to strongly support the goal of preserving the quality of life in terms of pedestrian and bicycle access, and to support the goal of preserving the quality of life in terms of other transit and auto connections.

BRT 2, LRT 2A, LRT 3A, LRT 2C and LRT 3C have a moderate number of direct connections to the bike/ pedestrian trail at the stations, moderately good access to the majority of stations for connecting buses, and moderately good access for the majority of stations that provide park-and-ride, and are therefore considered to support the goal of preserving the quality of life in terms of pedestrian and bicycle access and to support the goal of preserving the quality of life in terms of other transit and auto connections.

Integration and documentation of transit-oriented development (TOD) opportunities/plans in local comprehensive plans – Defined as documentation of general transit-supportive development provisions in approved municipal comprehensive plans.

<u>Ratings:</u>	Strongly supports goal =	TOD exists and is planned throughout the alternative alignment
	Supports goal =	TOD exists and is planned in a majority of the alternative alignment
	Does not support goal =	No TOD planning in major portions of the alternative alignment

Results:

Local comprehensive plans in all study area cities contain transit-supportive policies.

The LRT 3C alignment has existing TOD, and the majority of the stations have special area studies completed as part of their city's comprehensive plan. LRT 3C is therefore considered to strongly support the goal of preserving the quality of life.

The majority of stations in alternatives BRT 2, LRT 3A, LRT 4A, LRT 1C, LRT 2C and LRT 4C have special area studies completed as part of their city's comprehensive plan, and are therefore considered to support the goal of preserving the quality of life.

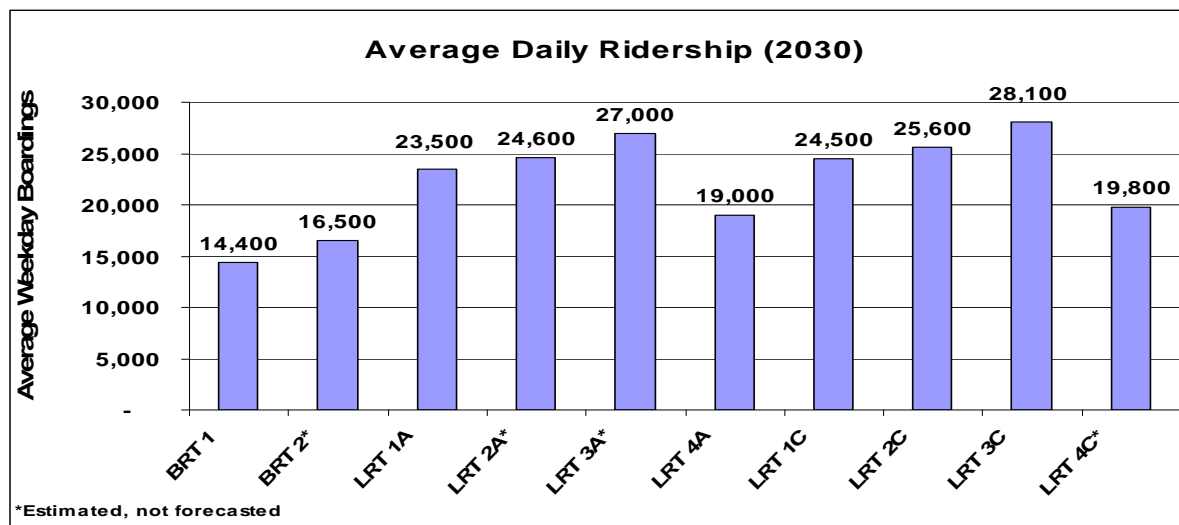
Less than half of the stations in alternatives BRT 1, LRT1A and LRT 2A have been identified for station area studies as part of their city's comprehensive plan. These alternatives are therefore considered to not support the goal of preserving the quality of life.

Transit Ridership Forecast (2030) – Defined as the number of transit riders in the forecast year of 2030, estimated using the Metropolitan Council's travel demand model.

<u>Ratings:</u>	Strongly supports goal =	More than 20,000 passengers per day
	Supports goal =	15,000 to 20,000 passengers per day
	Does not support goal =	Less than 15,000 passengers per day

Results:

Figure 7.16 Average Daily Ridership (2030)



LRT 1A, LRT 2A, LRT 3A, LRT 4A, LRT 1C, LRT 2C, LRT 3C and LRT 4C attract an average weekday ridership of over 20,000 passengers a day, and are therefore considered to strongly support the goal of preserving the quality of life.

BRT 2, LRT 4A and LRT 4C attract an average weekday ridership of between 15,000 and 20,000 passengers a day, and are therefore considered to support the goal of preserving the quality of life.

BRT 1 attracts an average weekday ridership of less than 15,000 and is therefore considered to not support the goal of the goal of preserving the quality of life.

Potential for intensification of land use around stations - Defined as the anticipated intensification of land use around stations for LRT and BRT based upon the results of national studies.

<u>Ratings:</u>	Strongly supports goal =	Research documents significant intensification likely
	Supports goal =	Research limited but supports intensification for bus transit if fixed guideway
	Does not support goal =	Research does not support intensification

Results:

National reports identify circumstances whereby intensification of land use (development or redevelopment) can be initiated by the introduction or enhancement of transit.⁴ These

⁴ Jeffery Smith and Thomas Gihring. "Financing Transit Systems Through Value Capture, An Annotated Bibliography," Victoria Transport Policy Institute, 2006

TCRP Report 90: Bus Rapid Transit: Volume 1: Case Studies in Bus Rapid Transit, Transportation Research Board, Washington D.C., 2003

studies and experiences also suggest that while transit by itself does not guarantee development around transit stations, transit can enhance and spur development, and supportive public policies can initiate or promote this effect.

Based on national research and the experience of other cities, LRT alternatives are anticipated to present the most significant potential for intensification of land use by virtue of the mode's success in attracting higher density development around fixed-guideway investments. The current intensification of development underway at Hiawatha LRT stations supports this assessment. LRT alternatives 1A, 2A, 3A, 4A, 1C, 2C, 3C and 4C are therefore considered to strongly support the goal of preserving the quality of life.

While BRT has demonstrated a modal viability for land use intensification,⁵ there are suggestions in the studies that BRT can be perceived as less permanent than fixed rail systems, and therefore developers may be less likely to invest in the adjacent land. A reasonable hypothesis is that the closer the operation of a BRT system is to local street bus service, the less likely it would be to leverage the availability of transit to enhance and spur development.

The routes for BRT 1 and BRT 2 consist of a majority of exclusive bus-only guideways, with the remainder of the route being bus-only shoulders, and are therefore more like the fixed guideways of LRT than Enhanced Bus service. Therefore, BRT 1 and BRT 2 are considered to support the goal of preserving the quality of life.

Consistency with regional growth plans - Defined as documentation of consistency with *Metropolitan Council Blueprint*, *Transportation Policy Plan* (TPP) and *2030 Transit Plans*.

<u>Ratings:</u>	Strongly supports goal =	Fully consistent
	Supports goal =	Partially consistent
	Does not support goal =	Not consistent

Results:

BRT1, BRT2, LRT 1A, LRT 2A, LRT 3A, LRT 4A, LRT 1C, LRT 2C, LRT 3C and LRT 4C are all fully consistent within the area of corridor adopted in the *Metropolitan Council Blueprint*, *Transportation Policy Plan* (TPP) and *2030 Transit Plan*, and are therefore considered to strongly support the goal of preserving the quality of life.

Impact of park-and-ride lots on existing and planned development at stations - Defined as calculation of percent of land used by park-and-ride related to station area parking supply.

<u>Ratings:</u>	Strongly supports goal =	Station able to accommodate demand in planned area
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Robert Dunphy, et. al "Ten Principles for Successful Development Around Transit," Urban Land Institute 2003.

⁵ *TCRP Report 90:Bus Rapid Transit: Volume 1: Case Studies in Bus Rapid Transit*; Transportation Research Board, Washington D.C., 2003

Supports goal =	Station demand indicates shift to adjacent station required
Does not support goal =	Stations unable to accommodate demand

Results:

Park-and-ride demand in BRT 1, BRT 2, LRT 1A, LRT 2A, LRT 3A, LRT 4A, LRT 1C, LRT 2C, LRT 3C and LRT 4C indicates a shift of parking is required from the Hopkins Station to adjacent stations. The Shady Oak and Blake Stations can accommodate the overflow parking. BRT 2, LRT 3A and LRT 3C park-and-ride demand indicates a shift of parking is required from the Eden Prairie Town Center Station to the SouthWest Metro Station, which can accommodate the demand. The westerly end of all the alternates requires some structured parking, which can be accommodated. All BRT and LRT alternatives are therefore considered to support the goal of preserving the quality of life.

Access to and accommodation of the existing and future trail system - Defined as access to existing and planned trails, and accommodation of trail system within the proposed transit project.

<u>Ratings:</u> Strongly supports goal =	Continuous access throughout corridor, trail function maintained
Supports goal =	Limited gaps in predominately available access, trail function maintained
Does not support goal =	No access in significant segments of corridor

Results:

BRT 1, LRT 1A, LRT 4A and LRT 4C have direct connections to the trail system throughout the corridor, and the trail system along these alternatives is maintained. These alternatives are therefore considered to strongly support the goal of preserving the quality of life.

LRT 3A and LRT 1C have limited gaps southwest of Shady Oak along LRT 3A and north of 28th Street along LRT 1C, but predominately have access to the trail elsewhere throughout the corridor and are therefore considered to support the goal of preserving the quality of life.

LRT 2A and LRT 2C have no access west of Rowland for a significant segment of the corridor and are therefore considered to not support the goal of preserving the quality of life.

Table 7.5 Goal 4 Evaluation Ratings – Preserve the Quality of Life

Alternatives	Anticipated impact on property values ²	Community amenities within 1/2 mile of stations	Employment opportunities for low income households within 1/2 mile of stations ³		Intermodal Connections at Stations				Integration and documentation of TOD in local comprehensive plans	Intensification of land use around stations by mode	Forecast Ridership (2030)	Consistency with regional growth plans (qualitative)	Impact of park/ride lots on development at stations
			Low Income Households	Employment ⁴	Pedestrian	Bicycle	Other Transit	Auto					
BRT 1 - Eden Prairie to Minneapolis, HCRRA	●	○	●	○	○	○	●	●	●	●	●	○	●
BRT 2¹ - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ TH 169/HCRRA	●	○	●	○	●	●	●	●	●	●	●	○	●
LRT 1A - Eden Prairie to Minneapolis, HCRRA/ Kenilworth/ Royalston	○	○	●	●	○	○	●	●	●	○	○	○	●
LRT 2A¹ - Eden Prairie to Minneapolis, I-494/ HCRRA/ Kenilworth/ Royalston	○	○	●	●	●	●	●	●	●	○	○	○	●
LRT 3A¹ - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ HCRRA/ Kenilworth/ Royalston	○	○	●	●	●	●	●	●	●	○	○	○	●
LRT 4A - Hopkins to Minneapolis, HCRRA/ Kenilworth/ Royalston	○	○	●	●	○	○	●	●	●	○	●	○	●
LRT 1C - Eden Prairie to Minneapolis, HCRRA/ Midtown/ Nicollet	○	○	○	○	○	○	●	n/a	●	○	○	○	●
LRT 2C - Eden Prairie to Minneapolis, I-494/ HCRRA / Midtown/ Nicollet	○	○	○	○	●	●	●	n/a	●	○	○	○	●
LRT 3C - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ HCRRA/ Midtown/ Nicollet	○	○	○	○	●	●	●	n/a	○	○	○	○	●
LRT 4C¹ -Hopkins to Minneapolis, HCRRA/ Midtown/ Nicollet	○	○	○	○	○	○	●	n/a	●	○	●	○	●

¹Estimated not modeled

²Based on national studies or national data

³Low Income Households from 2000 Census and defined as 60% of 7-county median family income (\$59,358/\$35,615); 2030 jobs from regional forecasts

⁴Because LRT A alternatives end at the Intermodal Station, these alternatives access downtown employment via the Hiawatha line. Downtown employment is therefore not reflected in "A" station area numbers.

Evaluation Breakpoints

● Does not support goal	Research does not support positive impact at stations	No amenities w/in 1/2 mi.	<1,000	<75,000	Poor at majority of stations	No TOD planning in major portions of the alternative	Research does not support intensification	< 15 thousand	Not consistent	Stations unable to accommodate demand
● Supports goal	Research supports general positive impact at stations	Amenities w/in 1/2 mi. of several stations	1000-4,000	75,000 - 175,000	Moderate at majority of stations	TOD exists and is planned in a majority of the alternative	Research limited but supports intensification for bus transit if fixed guideway	15-20 thousand	Partially consistent	Station demand indicates shift to adjacent station required
○ Strongly supports goal	Research supports definite positive impact at stations	Amenities w/in 1/2 mi. of all stations	>4000	>175,000	High at majority of stations	TOD exists and is planned throughout alternative	Research documents significant intensification	> 20 thousand	Fully consistent	Stations able to accommodate demand in planned area

¹Estimated not modeled

7.5.5 Goal 5: Support Economic Development

The performance of the alternatives under the evaluation measures for Goal 2 is described below and summarized in Table 7.6.

TOD potential at station locations - Defined as description of adaptability of station area land for TOD, and corridor and station economic development market potential for transit oriented and supportive development.

<u>Ratings:</u> Strongly supports goal =	Local comprehensive plans contain transit-supportive policies. TOD already present and/or multiple special area studies completed
Supports goal =	Local comprehensive plans contain transit-supportive policies, special area studies proposed
Does not support goal =	Limited TOD potential and/or planning

Results:

LRT 3C has existing TOD and the majority of the stations are within a planned growth area, and is therefore considered to strongly support the goal of supporting economic development.

BRT 2, LRT 3A, LRT 4A, LRT 1C, LRT 2C and LRT 4C have the majority of stations within a planned growth area and are therefore considered to support the goal of supporting economic development.

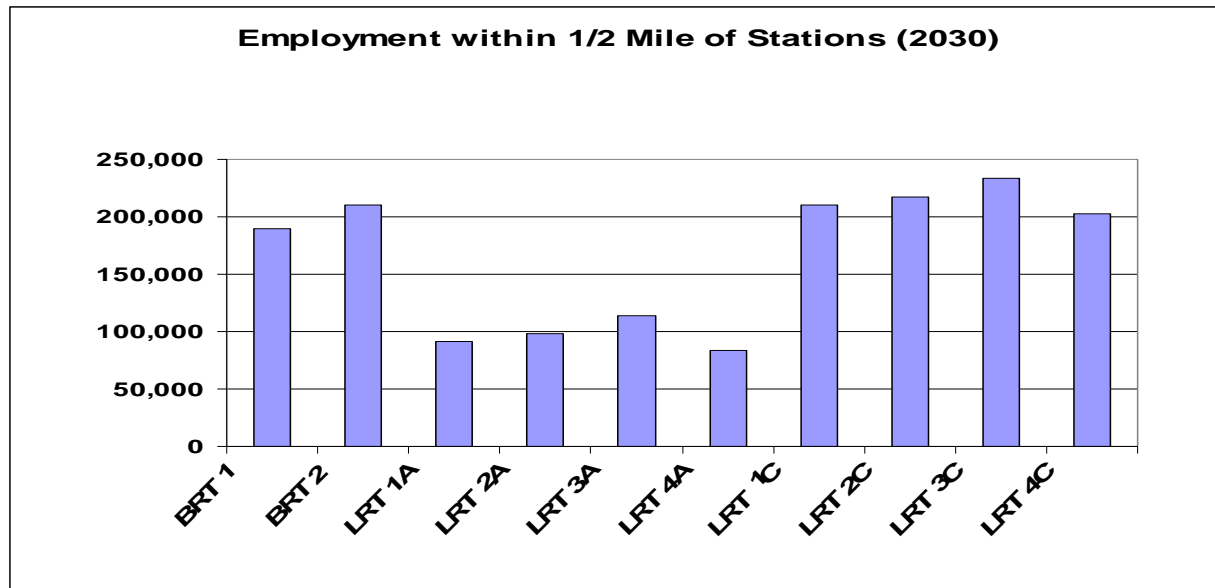
BRT 1, LRT1A and LRT 2A have major portions of the alternative outside a planned growth area and are therefore considered to not support the goal of supporting economic development.

Jobs within 1/2 mile of station (2030) - Defined as the number of jobs within ½ mile of stations based upon the Metropolitan Council's socioeconomic projects for the forecast year of 2030. As described previously, the jobs and population within ½ mile of the Hiawatha LRT stations that would be utilized by the LRT 1A, LRT 2A, LRT 3A and LRT 4A alternatives are not included in these calculations.

<u>Ratings:</u> Strongly supports goal =	More than 175,000 jobs
Supports goal =	75,000 to 175,000 jobs
Does not support goal =	Less than 75,000 jobs

Results:

Figure 7.17 Employment Within ½ Mile of Stations (2030)



BRT 1, BRT 2, LRT 1C, LRT 2C, LRT 3C and LRT 4C are projected to serve more than 175,000 jobs and are therefore considered to strongly support the goal of supporting economic development.

LRT 1A, LRT 2A, LRT 3A and LRT 4A are projected to serve between 75,000 and 175,000 jobs and are therefore considered to support the goal of supporting economic development.

Other generators (schools, medical facilities, entertainment venues, etc.) - Defined as the number of schools, medical facilities, entertainment venues and other trip generators within ½ mile of stations.

<u>Ratings:</u>	Strongly supports goal =	More than 90
	Supports goal =	50 to 90
	Does not support goal =	Less than 50

Results:

Maps showing the other generators within ½ mile of stations can be found in *Technical Memorandum No. 4, Evaluation Process and Results*.

BRT 2, LRT 1C, LRT 2C and LRT 3C would serve more than 90 activity generators and are therefore considered to strongly support the goal of supporting economic development.

BRT 1, LRT 1A, LRT 2A, LRT 3A, LRT 4A and LRT 4C would serve between 50 and 90 activity generators and are therefore considered to support the goal of supporting economic development.

Consistency with local comprehensive plan goals regarding economic development and redevelopment at stations, including park-and-ride sites - Defined as documentation of specific station area transit-supportive development provisions in approved municipal comprehensive plans

<u>Ratings:</u>	Strongly supports goal =	Comprehensive plans support TOD in all segments of alignment; redevelopment planning underway throughout the alignment
	Supports goal =	Comprehensive plans support development at stations in all segments of alignment
	Does not support goal =	Comprehensive plans do not support development in significant segment of alignment

Results:

BRT 1, BRT 2, LRT 3A, LRT 4A, LRT 1C, LRT 3C and LRT 4C have comprehensive plans that support development in all segments of the alignment. Redevelopment planning is underway in all segments of these alignments and these alternatives are therefore considered to strongly support the economic development goal.

LRT 1A has comprehensive plans that support development at all the stations in all the segments of the alignment and therefore is considered to support the economic development goal.

LRT 2A and 2C have comprehensive plans that do not support development in a significant segment of the alignment along I-494, and these alternatives are therefore considered to not support the economic development goal.

Table 7.6 Goal 5 Evaluation Ratings – Support Economic Development

Alternatives	Existing & Planned TOD Potential at Station Locations (Qualitative)	Planned Jobs within 1/2 mile of station ^{2,3} (Year 2030)	Existing Other Generators within 1/2 mile of Stations	Consistency with local comprehensive plan goals regarding economic development & redevelopment at stations
BRT 1 - Eden Prairie to Minneapolis, HCRRA	●	○	◐	○
BRT 2 ¹ - Eden Prairie to Minneapolis, Golden Triangle/Opus/ TH 169/ HCRRA	◐	○	○	○
LRT 1A - Eden Prairie to Minneapolis, HCRRA/ Kenilworth/ Royalston	●	◐	◐	◐
LRT 2A ¹ - Eden Prairie to Minneapolis, I-494/ HCRRA/ Kenilworth/ Royalston	●	◐	◐	●
LRT 3A ¹ - Eden Prairie to Minneapolis, Golden Triangle/Opus/ HCRRA/ Kenilworth/ Royalston	◐	◐	◐	○
LRT 4A - Hopkins to Minneapolis, HCRRA/ Kenilworth/ Royalston	◐	◐	◐	○
LRT 1C - Eden Prairie to Minneapolis, HCRRA/ Midtown/ Nicollet	◐	○	○	○
LRT 2C - Eden Prairie to Minneapolis, I-494/ HCRRA/ Midtown/ Nicollet	◐	○	○	●
LRT 3C - Eden Prairie to Minneapolis, Golden Triangle/Opus/ HCRRA/ Midtown/ Nicollet	○	○	○	○
LRT 4C ¹ - Hopkins to Minneapolis, HCRRA/ Midtown/ Nicollet	◐	○	◐	○

¹ Estimated not modeled

² FTA New Starts Evaluation Measure

³ Because LRT A alternatives end at the Intermodal Station, these alternatives access downtown employment via the Hiawatha line. Downtown employment is therefore not reflected in "A" station area numbers.

Evaluation Breakpoints

● Does not support goal	Local comprehensive plans contain transit supportive policies. TOD already present and/or multiple special area studies completed	<75K	<50	Comprehensive plans do not support development in significant segment of alignment
◐ Supports goal	Local comprehensive plans contain transit supportive policies, special area studies proposed	75-175K	50-90	Comprehensive plans support development at stations in all segments of alignment
○ Strongly supports goal	Limited TOD potential and/or planning	>175K	>90	Comprehensive plans support TOD in all segments of alignment; redevelopment planning underway throughout alignment

¹ Estimated not modeled

7.6 Summary of Evaluation

Tier 1 Goals: Improve Mobility and Provide a Cost-Effective/Efficient Travel Option

Based upon the evaluation, LRT 1A, LRT 2A, LRT 3A and LRT 3C are considered to meet the goals of improving mobility and providing a cost-effective and efficient travel option.

BRT 1 and BRT 2 are considered to not meet the goals of improving mobility and providing a cost-effective/efficient travel option.

- Lower ridership than LRT - 14,400 to 16,500 vs. 23,500 to 28,100 passengers/day.
- Fewer new riders attracted to system - 1,300 to 2,300 vs. 3,800 to 7,500 new riders/day.
- Passenger capacity significantly lower than LRT - During a peak hour with a 7.5 minute headway a BRT system can serve 640 passengers while a LRT system can serve 2976 passengers. (This is due to LRT's ability to train vehicles)..
- System cannot accommodate peak hour demand - The estimated peak hour demand for BRT service is 2,000 passengers/hour which cannot be accommodated by a BRT operating on a 7.5 minute headway.
- Estimated to significantly exceed FTA's \$29 CEI threshold for Preliminary Engineering - Estimated CEI of \$66 to \$74.

LRT 4A

LRT 4A does not meet the Tier 1 goals because it does not adequately serve the travel demand that exists in the Southwest metro area. LRT 4A is already encompassed in the full-length "A" alternatives. A shortened version of the preferred alignments may be identified as a future minimum operating segment (MOS) if required in the future. In the event an MOS is required as the initial phase of staged implementation of the full alternative selected, detailed analysis of impacts and mitigation required to serve as an interim route terminus would be undertaken.

- Sufficient ridership demand to extend line to Eden Prairie
- Relatively high per mile capital cost

LRT 1C, LRT 2C and LRT 4C

While LRT 1C, LRT 2C and LRT 4C are estimated to generate ridership levels equivalent to their "A" counterparts, they do not attract as many new transit riders, cannot be interlined with the Hiawatha and proposed Central LRT lines in downtown Minneapolis, are approximately \$250 million higher in capital costs, and have a cost-effectiveness index that makes them unlikely to compete well for FTA New Starts Funding.

- Higher capital and operating costs compared to LRT 1A, 2A and 4A (approximately \$250 million in 2015 dollars)

- Attract an equivalent number of passengers to LRT 1A, 2A and 4A (the “C” alternatives attract approximately 100 more passengers/day than the “A” alternatives)
- Attract fewer new riders than LRT 1A, 2A and 4A (the “C” alternatives attract approximately 700 fewer new passengers/day than the “A” alternatives)
- Cannot be interlined with the Hiawatha and/or Central LRT lines
- Estimated to exceed the FTA <\$29 CEI threshold by more than 20% (LRT 1C = \$ 37, LRT 3A = \$ 38, LRT 3C = \$ 41)

Tier 2 Goals: Protect the Environment, Preserve Quality of Life, and Support Economic Development

LRT 1A, LRT 3A and LRT 3C are considered to meet the goals of protecting the environment, preserving the quality of life, and supporting economic development.

LRT 2A is considered to not meet the Tier 2 goal of supporting economic development.

LRT 1A, LRT 3A and LRT 3C are considered to meet the goals of preserving the environment, protecting the quality of life, and supporting economic development. LRT 2A was considered to not adequately meet the Tier 2 goals because it does not provide the reverse commute and economic development opportunities of LRT 3A and LRT 3C, nor the capital and operating cost advantages of LRT 1A.

- Lack of good opportunity for TOD
- No current city planning for development/redevelopment west of Shady Oak Road

Table 7.7 summarizes the evaluation ratings under each goal for each alternative.

Table 7.7 Summary of Evaluation Ratings

Alternatives	Tier 1 Goals		Results	Tier 2 Goals			Recommendation
	Goal 1: Improve Mobility	Goal 2: Provide a Cost-Effective, Efficient Travel Option		Goal 3: Protect the Enviroment	Goal 4: Preserve and Protect the Quality of Life in the Study Area and Region	Goal 5: Support Economic Development	
Enhanced Bus (Baseline)	Carry forward as Baseline alternative (Required)			Carry forward as Baseline alternative (Required)			Carry forward as Baseline Alternative
BRT 1 - Eden Prairie to Minneapolis, HCRRA	●	●	Does not meet Tier 1 Goals; Do not carry forward				
BRT 2 ¹ - Eden Prairie to Minneapolis, Golden Triangle/Opus/TH 169/HCRRA	●	●	Does not meet Tier 1 Goals; Do not carry forward				
LRT 1A - Eden Prairie to Minneapolis, HCRRA/ Kenilworth/ Royalston	◐	◐	Meets Tier 1 Goals; Carry Forward to Tier 2	◐	◐	◐	Carry forward for further analysis
LRT 2A ¹ - Eden Prairie to Minneapolis, I-494/HCRRA /Kenilworth/Royalston	◐	◐	Meets Tier 1 Goals; Carry Forward to Tier 2	◐	◐	◐	Other alternatives better meet Tier 2 Goals. Do not carry
LRT 3A ¹ - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ HCRRA/ Kenilworth/ Royalston	◐	◐	Meets Tier 1 Goals; Carry Forward to Tier 2	◐	◐	○	Carry forward for further analysis
LRT 4A - Hopkins to Minneapolis, HCRRA/ Kenilworth/ Royalston	●	◐	Part of full alternative. Do not carry forward				
LRT 1C - Eden Prairie to Minneapolis, HCRRA/ Midtown/ Nicollet	◐	●	Does not meet Tier 1 Goals; Do not carry forward				
LRT 2C - Eden Prairie to Minneapolis, I-494/ HCRRA/ Midtown/ Nicollet	◐	●	Does not meet Tier 1 Goals; Do not carry forward				
LRT 3C - Eden Prairie to Minneapolis, Golden Triangle/ Opus/ HCRRA/ Midtown/ Nicollet	◐	◐	Meets Tier 1 Goals; Carry Forward to Tier 2	◐	◐	○	Carry forward for further analysis
LRT 4C ¹ - Hopkins to Minneapolis, HCRRA/ Midtown/ Nicollet	●	●	Part of full alternative. Do not carry forward				
¹ Estimated not modeled							
Evaluation Breakpoints							
● Does not support goal				Supports goal on fewer than 4 of 6 measures	Supports goal on fewer than 7 of 10 measures	Supports goal on fewer than 3 of 4 measures	
◐ Supports goal				Supports goal on 4 of 6 measures	Supports goal on 7 of 10 measures	Supports goal on 3 of 4 measures	
○ Strongly supports goal				Supports goal on all measures	Supports goal on all measures	Supports goal on all measures	

APPENDIX G

Index

Draft EIS Notices and Public Hearings

Notice of EIS Preparation, Project Title: Southwest Transitway, Minnesota *Environmental Quality Board (EQB) Monitor*, Vol. 32, No. 18. September 8, 2008.

Notice of Intent to Prepare an Environmental Impact Statement on the Proposed Southwest Transitway Project In Hennepin County, Minnesota, *Federal Register*, Vol. 73 No. 185. September 23, 2008. Announces Scoping Meetings/Public Hearings held on October 7, 2008, October 14, 2008, and October 23, 2008.

Draft Environmental Impact Statement, Scoping Meetings/Hearings Report. *Finance & Commerce*. November 8, 2008.

Notice of Availability for EIS No. 20120320, Draft EIS Southwest Transitway Construction and Operation Light Rail Transit, Hennepin County, Minnesota, *Federal Register*, Vol. 77, No. 198. October 12, 2012.

Notice of Scoping Amendment, Public Hearings and Draft Environmental Impact Statement (DEIS) Availability for the Southwest Transitway Project, Hennepin County, *EQB Monitor*, Vol 36, No 21. October 15, 2012. Announces Public Hearings held on November 13, 2012, November 14, 2012, and November 29, 2012.

Supplemental Draft EIS Notices and Public Hearings

Notice of Supplemental Draft EIS Preparation, Supplemental Draft Environmental Impact Statement for the Southwest Light Rail Transit Project (formerly referred to as the Southwest Transitway), *EQB Monitor* Vol. 37, No. 15. July 22, 2013.

Intent to Prepare a Supplemental Draft Environmental Impact Statement for the Southwest Light Rail Transit Extension Project (Formerly Referred to as the Southwest Transitway), *Federal Register*, Vol. 78, No. 140. July 22, 2013.

Environmental Impact Statements; Notice of Availability for EIS No. 20150132, Draft Supplement Southwest Light Rail Transit (Metro Green Line Extension). *Federal Register*, Vol 80, No. 99. May 22, 2015.

Notice of Supplemental Draft Environmental Impact Statement, Southwest Light Rail Transit (Metro Green Line Extension), *EQB Monitor*, Vol. 39, No. 11. May 25, 2015. Announces public open houses and hearings held on June 16, 2015, June 17, 2015, and June 18, 2015.

Section 4(f)

Notice of Availability of Southwest Light Rail Transit Project Amended Draft Section 4(f) Evaluation, *Federal Register*, Vol. 81, No. 6. January 11, 2016.

Southwest Light Rail Transit Project Amended Draft Section 4(f) Evaluation Available, *EQB Monitor* Vol. 40, No. 2. January 11, 2016.

Other Public Meetings

Operation and Maintenance Facility Site Selection, Public Open Houses, May 2013.

Freight Rail Issues, Public Open Houses, June 2013.

Light Rail Transit Station Locations, Public Open Houses, June 2013.

Freight Rail Issues, Public Community Meetings, July 2013.

Southwest Light Rail Transit Recommendations for the Minneapolis Segment, Public Open House, October 2013.

Southwest Light Rail Transit Studies in the Kenilworth Corridor, Town Hall/Community Meetings, January 2014.

Draft Results of the Southwest Light Rail Transit Studies in the Kenilworth Corridor, Town Hall/Community Meetings, February 2014.

Southwest Light Rail Transit Station Design, Community Open Houses, April 2015.

Kenilworth Landscape Design Project, *Be a Part of the Project by Participating in an Interactive Community Workshop*, Community Workshop #1, June 13, 2015.

Kenilworth Landscape Design Project, *Review Proposed Concepts*, Community Workshop #2, August 8, 2015.

Kenilworth Landscape Design Project, *Review Design Recommendations*, Community Meeting, November 18, 2015.



Publication Date: September 8, 2008
Vol. 32, No.18

Next Publication: September 22, 2008
Submittal Deadline: September 15, 2008

EQB MONITOR

ENVIRONMENTAL ASSESSMENT WORKSHEETS

EAW Comment Deadline: October 8, 2008

New EAW Form & AUAR Guidance Now Posted

The EQB has posted revised versions of the EAW form and the Alternative Urban Areawide Review (AUAR) process guidance at its website. These versions supersede all previous versions and should now be used when initiating an EAW or AUAR (except for feedlots EAWs which have their own custom form). The new EAW form and AUAR guidance can be accessed and downloaded from: www.eqb.state.mn.us/EnvRevGuidanceDocuments.htm. The EAW form is available in two formats: as an rtf file for electronic preparation or as a pdf file that can be printed and filled out as a paper form.

The guidance document *EAW Guidelines* has not been updated at this time. Although some of its content is outdated, that document (February 2000 edition) still contains useful information and should be consulted when completing the EAW form. It is available at the same website location as the EAW form. An updated version is planned to accompany the next revision of the EAW form (date uncertain).

Any questions about the new form or guidance should be directed to the EQB staff at 651-201-2492.

The *EQB Monitor* is a biweekly publication of the Environmental Quality Board that lists descriptions and deadlines for Environmental Assessment Worksheets, Environmental Impact Statements, and other notices. The *EQB Monitor* is posted on the Environmental Quality board home page at <http://www.eqb.state.mn.us/>.

Upon request, the *EQB Monitor* will be made available in an alternative format, such as Braille, large print, or audio tape. For TTY, contact Minnesota Relay Service at 800-627-3529 and ask for Department of Administration. For information on the *EQB Monitor*, contact:

Minnesota Environmental Quality Board
658 Cedar St., 300 Centennial Office Building
St. Paul, MN 55155-1388
Phone: 651-201-2480
Fax: 651-296-3698
<http://www.eqb.state.mn.us>

review requirements for the project. The DNR and USACE invite comments on the proposed EIS scope during the 30-day scoping period that concludes Wednesday, October 8, 2008, at 4:30 p.m.

The DNR will hold a public scoping meeting on Wednesday, October 1, 2008, beginning at 6:30 p.m., at the Nashwauk-Keewatin High School, 400 Second Street, Nashwauk, Minnesota.

Public review copies of the Scoping EAW and Draft Scoping Decision Document have been placed at the following locations:

DNR Library
500 Lafayette Road, St. Paul

DNR Regional Headquarters
1201 East Highway 2, Grand Rapids

Duluth Public Library
520 West Superior Street, Duluth

Minneapolis Public Library – Technology and Science
250 Marquette Avenue, Minneapolis

Hibbing Public Library
2020 E 5th Avenue, Hibbing

Keewatin Public Library
125 3rd Avenue West, Keewatin

The Scoping EAW/Draft Scoping Decision Document can also be viewed on DNR's website at www.dnr.state.mn.us/input/environmentalreview/keetac/index.html.

Please address any comments to the contact below, or send an email to environmental.review@dnr.state.mn.us. Please include the words, "Keetac Mine Expansion Project" in the subject line of the email. All emails should include a name and legal mailing address.

RGU: Minnesota Department of Natural Resources

Contact Person:

Erik Carlson
Principal Planner
Environmental Policy and Review Unit
MN Department of Natural Resources
Division of Ecological Services
500 Lafayette Road, Box 25
St. Paul, MN 55155-4025
Phone: 651-259-5162
Fax: 651-297-1500

NOTICE OF EIS PREPARATION

Project Title: Southwest Transitway

Description: The Federal Transit Administration (FTA) and the Hennepin County Regional Railroad Authority (HCRRA) are planning to prepare an environmental impact statement (EIS) for the proposed Southwest Transitway Project, a 14-mile corridor of transportation improvements that links Eden Prairie, Minnetonka,

Edina, Hopkins, St. Louis Park, and Minneapolis neighborhoods and downtown Minneapolis. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), Minnesota Environmental Policy Act (MEPA) as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this Notice of Intent (NOI) is to alert interested parties regarding the plan to prepare the EIS to provide information on the nature of the proposed transit project, to invite participation in the EIS process, including comments on the scope of the EIS, including the project purpose and need, the alternatives to be studied, and the potential social, economic, environmental and transportation impacts to be evaluated.

DATES: Written comments on the scope of the EIS by all interested individuals and organizations, public agencies, and Native American Tribes on the scope of the EIS, including the purpose and need for the proposed action; alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives; and the identification of any significant social, economic, or environmental issues relating to the alternatives are invited. Public scoping meetings will be held to accept comments on the scope of the EIS. The scoping meetings will be composed of a one hour public open house followed by a formal public hearing hosted by the HCRRA and will be held at the following locations on the following dates:

Tuesday, October 7, 2008
2:00 PM open house
3:00 PM public hearing
Hennepin County Government Center
300 South 6th Street
Minneapolis, MN 55487

Tuesday October 14, 2008
5:00 PM open house
6:00 PM public hearing
St. Louis Park City Hall
5005 Minnetonka Boulevard
St. Louis Park, MN 55416

Thursday, October 23, 2008
5:00 PM open house
6:00 PM public hearing
Eden Prairie City Hall
8080 Mitchell Road
Eden Prairie, MN 55344

The locations for all scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in a scoping meeting should contact Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN 55401, Telephone: (612) 348-9260; e-mail: Katie.Walker@co.hennepin.mn.us. Requests for special assistance should be made two weeks in advance of the scheduled meeting.

Scoping materials will be available at the meetings and are available by clicking on the Southwest Transitway Web site at www.southwesttransitway.org. Hard copies of the scoping materials are available from Ms. Katie Walker, AICP, at the 417 North 5th Street, Suite 320, Minneapolis, MN 55401, Telephone: (612) 348-2190; e-mail: Katie.Walker@co.hennepin.mn.us. An interagency scoping meeting will be scheduled with agencies having an interest in the proposed project.

In addition to receiving comments at the public hearings, the public may submit comments by e-mail, mail, fax, or via the Web site.

ADDRESSES:

WRITTEN COMMENTS SHOULD BE SENT TO: Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN

55401, Telephone: (612) 348-2190; e-mail: Katie.Walker@co.hennepin.mn.us;; Fax: (612) 348-9710; or can be made at <www.southwesttransitway.org>. Comments will be accepted until 5:00 PM on November 7, 2008.

FOR FURTHER INFORMATION, CONTACT: Mr. David Werner at FTA, Region V, 300 West Adams Street, Suite 320, Chicago, Illinois 60606, Telephone: (312) 353-2789; e-mail: David.Werner@dot.gov.

SUPPLEMENTARY INFORMATION:

The Proposed Project would provide for transit improvements within the Southwest Corridor, which extends approximately 14 miles from downtown Minneapolis to Eden Prairie through St. Louis Park, Hopkins, and Minnetonka. The proposed project was the subject of an Alternatives Analysis (AA), which recommended three light rail transit (LRT) alternatives and one Enhanced Bus alternative for inclusion in an Environmental Impact Statement (EIS). The proposed project would provide high-frequency (7.5 minute peak), bi-directional transit service 20 hours per day seven days per week. Stations are proposed at ½ to 1 mile intervals providing service to key activity centers including, but not limited to, downtown Minneapolis, the new Twins Baseball Stadium, the Walker Art Center, the Minneapolis Convention Center, Eat Street, Uptown, Calhoun Village/Commons, Methodist Hospital, Excelsior/Grand, Cargill, SuperValu, Opus, Golden Triangle, and the Eden Prairie Center Mall.

Purpose and Need for the Project

The intent of the Southwest Transitway Project is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: (1) improve mobility; (2) provide a cost-effective, efficient travel option; (3) protect the environment; (4) preserve and protect the quality of life in the study area and the region; and, (5) support economic development.

The Southwest Transitway was first identified as a potential transitway in the mid-1980s reflecting the projected strong growth for this area by the Metropolitan Council. Since the mid-1980s numerous studies by the Metropolitan Council, Mn/DOT, and Hennepin County have documented the transportation needs of the study area. These studies are available for review at the Southwest Transitway Web site <www.southwesttransitway.org> The Southwest Transitway is identified in the Metropolitan Council's Transportation Policy Plan (TPP) as a Tier 2 transitway. <www.metrocouncil.org>.

With Southwest Transitway communities projected to encompass 25 percent of the regional employment base by 2030, the Twin Cities region needs to maintain the ability to travel to, from, and through Southwest Transitway communities efficiently, and at acceptable cost. The six communities that make up the Southwest Transitway study area need to accommodate additional transportation capacity while preserving the corridor's business advantages, environmental features, and quality of life for residents.

Additional considerations supporting the project's need include:

Declining mobility is being experienced by residents, workers and visitors to the study area. This is caused by travel resulting from the high employment and residential growth of the area, which is outstripping the capacity of the existing transportation system. Currently 27 percent of all regional trips begin or end in the corridor and 65 percent of the trips generated within the corridor stay in the corridor. The study area includes two of the region's largest employment centers, downtown Minneapolis with over 140,000 jobs, and Golden Triangle with over 50,000 jobs. Travel on area roadways has increased by 80 to 150 percent over the past 25 years. This has led to increasing congestion with no plans by the state, region or county to significantly expand the roadway system. The area is projected to continue to grow with a significant portion of the 1 million people and 500,000 jobs the region expects to add by 2030 locating within the study area.

Competitive, reliable transit options are not available for many study area choice riders and transit dependent

persons. Due to congested roadways and circuitous roadway networks, it is difficult to provide the significant travel time advantages that would attract choice riders to the transit system and to adequately serve transit-dependent people living in and around downtown Minneapolis attempting to access the growing job base in the study area. The study area roadway network is oriented north-south/east-west where development patterns have radiated outward from downtown Minneapolis on a diagonal. The number of transit-dependent people is growing in the study area, primarily in and around downtown Minneapolis. The roadway network through these neighborhoods is circuitous and has many one-way streets.

Alternatives to be Considered

After a two-year study of transit alternatives, three light rail transit routes (Build Alternatives) have been identified for further evaluation in the EIS to determine which would best serve the study area. Other alternatives currently under consideration include a future No-Build Alternative, and a Transportation Systems Management (TSM) Alternative, also known as Enhanced Bus.

Build Alternatives to be Considered

Light Rail Transit 1A: This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5th Street past the downtown Minneapolis Intermodal Station to Royalston Avenue to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd. downtown Hopkins, Shady Oak Rd., Rowland Rd., TH 62, and TH 5.

Light Rail Transit 3A: This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5th Street past the downtown Minneapolis Intermodal Station to Royalston Avenue to the Kenilworth Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle area, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd. Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd.

Light Rail Transit 3C: This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28th Street), the Midtown Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at 4th St., 8th St., 12th St., Franklin Ave., 28th St., Lyndale Ave., Hennepin Ave., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd.

No-Build Alternative

The No-Build Alternative contemplates roadway and transit facility and service improvements (other than the proposed project) planned, programmed and included in the Financially Constrained Regional Transportation Policy Plan to be implemented by the Year 2030. It includes minor transit service expansions and/or adjustments that reflect a continuation of existing service policies as identified by the Metropolitan Council. The No-Build Alternative serves as the NEPA baseline against which environmental effects of other alternatives, including the proposed project, will be measured.

Transportation Systems Management (TSM) Alternative

The TSM Alternative (Enhanced Bus) is designed to provide lower cost, operationally-oriented improvements to address the project's purpose and need as much as possible without a major transit investment. It includes minor modifications to the existing express service, and would augment Metro Transit and SouthWest Transit service between Minneapolis and Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. This alternative will serve as the New Starts Baseline against which the cost-effectiveness of the proposed project will be measured, and includes improvements identified in the No-Build Alternative.

In addition to the above described alternatives, other additional reasonable transit alternatives identified through the scoping process that provide similar transportation benefits while reducing or avoiding adverse impacts will be evaluated for potential inclusion in the EIS. Because of the sensitive adjacent land uses located in many parts of this corridor, all alternatives will need to consider a full range of design and mitigation solutions to enlist the support of local communities for the completion of this line.

Probable Effects

The EIS Process and the Role of Participating Agencies and the Public

The purpose of the EIS process is to explore in a public setting the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and the HCRRA will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. Impact areas to be addressed include: transportation; land use, zoning, and economic development; secondary development; land acquisition, displacements, and relocations; cultural resource, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration; energy use; safety and security; wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

Regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEAU-LU requires that FTA and the HCRRA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project to become "participating agencies," (2) provide an opportunity for involvement by participating agencies and the public in helping to define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS, and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating agency, with the scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and the HCRRA will not be able to identify all Federal and non-Federal agencies and tribes that may have such an interest. Any Federal or non-Federal agency or tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify, at the earliest opportunity, the Project Manager identified above under ADDRESSES.

A comprehensive public involvement program will be developed and a Coordination Plan for public and interagency involvement will be created and posted on the project Web site at <www.southwesttransitway.org>.

The public involvement program includes a full range of involvement activities including the project Web site (referenced above); outreach to local officials, community and civic groups, and the public; and development and distribution of project newsletters. Specific mechanisms for involvement will be detailed in the public involvement program.

The public and participating agencies are invited to consider and comment on this preliminary statement of the purpose and need for the proposed Southwest Transitway project. Suggestions for modifications to the statement of purpose and need for the proposed project are welcome and will be given serious consideration. Comments on potentially significant environmental impacts that may be associated with the proposed project and alternatives are also welcome. There will be additional opportunities to participate in the scoping process at the public meetings announced in this notice.

The HCRRA will be seeking New Starts funding for the proposed project under 49 U.S.C. 5309 and, therefore, will be subject to New Starts regulations (49 CFR Part 611). The New Starts regulation requires a planning Alternatives Analysis that leads to the selection of a locally preferred alternative and the inclusion of the locally preferred alternative as part of the long-range transportation plan adopted by the Metropolitan Council. The New Starts regulation also requires the submission of certain project-justification information in support of a request to initiate preliminary engineering, and this information is normally developed in conjunction with the NEPA process. Pertinent New Starts evaluation criteria will be included in the Final EIS.

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500-1508) and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771). In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the environmental and public hearing provisions of Federal transit laws (49 U.S.C. 5301(e), 5323(b), and 5324), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) guidelines of EPA (40 CFR part 230), the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800), the regulation implementing Section 7 of the Endangered Species Act (50 CFR part 402), Section 4(f) of the Department of Transportation Act (23 CFR 771.135), and Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands.

NOTICE OF PUBLIC HEARING and ENVIRONMENTAL ASSESSMENT (EA) AVAILABILITY FOR THE WEST BELTLINE PROJECT

Steele County

Notice is hereby given that a Public Hearing will be held at 7:15 p.m. on September 23 2008 at the Steele County Boardroom located at 630 Florence Avenue, Owatonna, Minnesota. The purpose of the meeting is to gather public comments regarding the construction of CSAH 7/39th Avenue/West Beltline project in western Owatonna.

The Public Hearing will be held within a 30-day comment period for the Environment Assessment (EA). The comment period begins on September 8, 2008 and ends on October 8, 2008. The EA will be available for viewing at the following locations:

<http://www.co.steele.mn.us/ENGIN/engin.html>

Steele County Highway Department
Steele County Annex
635 Florence Avenue
Owatonna, MN 55060

Owatonna Public Library
105 North Elm Avenue
Owatonna, MN 55060

of American Statistical Association, June 1971). A 1964 California Driver Record Study prepared by the California Department of Motor Vehicles concluded that the best overall crash predictor for both concurrent and nonconcurrent events is the number of single convictions. This study used 3 consecutive years of data, comparing the experiences of drivers in the first 2 years with their experiences in the final year.

Applying principles from these studies to the past 3-year record of the 23 applicants, two of the applicants had a traffic violation for speeding, one of the applicants had a traffic violation for failure unsafe lane changes, one of the applicants had a traffic violation for following another vehicle too closely, and four of the applicants were involved in crashes. The applicants achieved this record of safety while driving with their vision impairment, demonstrating the likelihood that they have adapted their driving skills to accommodate their condition. As the applicants' ample driving histories with their vision deficiencies are good predictors of future performance, FMCSA concludes their ability to drive safely can be projected into the future.

We believe the applicants' intrastate driving experience and history provide an adequate basis for predicting their ability to drive safely in interstate commerce. Intrastate driving, like interstate operations, involves substantial driving on highways on the interstate system and on other roads built to interstate standards. Moreover, driving in congested urban areas exposes the driver to more pedestrian and vehicular traffic than exists on interstate highways. Faster reaction to traffic and traffic signals is generally required because distances between them are more compact. These conditions tax visual capacity and driver response just as intensely as interstate driving conditions. The veteran drivers in this proceeding have operated CMVs safely under those conditions for at least 3 years, most for much longer. Their experience and driving records lead us to believe that each applicant is capable of operating in interstate commerce as safely as he/she has been performing in intrastate commerce. Consequently, FMCSA finds that exempting these applicants from the vision standard in 49 CFR 391.41(b)(10) is likely to achieve a level of safety equal to that existing without the exemption. For this reason, the Agency is granting the exemptions for the 2-year period allowed by 49 U.S.C. 31136(e) and 31315 to 67 of the 23 applicants listed in the notice of August 12, 2008 (73 FR 46973).

We recognize that the vision of an applicant may change and affect his/her ability to operate a CMV as safely as in the past. As a condition of the exemption, therefore, FMCSA will impose requirements on the 23 individuals consistent with the grandfathering provisions applied to drivers who participated in the Agency's vision waiver program.

Those requirements are found at 49 CFR 391.64(b) and include the following: (1) That each individual be physically examined every year (a) by an ophthalmologist or optometrist who attests that the vision in the better eye continues to meet the standard in 49 CFR 391.41(b)(10), and (b) by a medical examiner who attests that the individual is otherwise physically qualified under 49 CFR 391.41; (2) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (3) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

Discussion of Comments

FMCSA received one comment in this proceeding. The comment was considered and discussed below.

Advocates for Highway and Auto Safety (Advocates) expressed opposition to FMCSA's policy to grant exemptions from the FMCSRs, including the driver qualification standards. Specifically, Advocates: (1) objects to the manner in which FMCSA presents driver information to the public and makes safety determinations; (2) objects to the Agency's reliance on conclusions drawn from the vision waiver program; (3) claims the Agency has misinterpreted statutory language on the granting of exemptions (49 U.S.C. 31136(e) and 31315); and finally (4) suggests that a 1999 Supreme Court decision affects the legal validity of vision exemptions.

The issues raised by Advocates were addressed at length in 64 FR 51568 (September 23, 1999), 64 FR 66962 (November 30, 1999), 64 FR 69586 (December 13, 1999), 65 FR 159 (January 3, 2000), 65 FR 57230 (September 21, 2000), and 66 FR 13825 (March 7, 2001). We will not address these points again here, but refer interested parties to those earlier discussions.

Conclusion

Based upon its evaluation of the 23 exemption applications, FMCSA exempts, William C. Ball, Terrence L. Benning, Rickie L. Boone, Robert S. Bowen, Dennis R. Buszkiewicz, Larry T. Byrley, Robert J. Clarke, Eldon D. Cochran, Alfred A. Constantino, James R. Corley, Larry D. Curry, Brian F. Denning, Michael W. Dillard, Kelly M. Greene, Sammy K. Hines, John H. Holmberg, Gary R. Lomen, Leonardo Lopez, Jr., Jeffrey F. Meier, James G. Mitchell, Billy R. Pierce, James A. Rapp, and Thomas P. Shank from the vision requirement in 49 CFR 391.41(b)(10), subject to the requirements cited above (49 CFR 391.64(b)).

In accordance with 49 U.S.C. 31136(e) and 31315, each exemption will be valid for 2 years unless revoked earlier by FMCSA. The exemption will be revoked if: (1) The person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136 and 31315.

If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: September 17, 2008.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E8-22226 Filed 9-22-08; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Preparation of an Environmental Impact Statement on the Proposed Southwest Transitway Project in Hennepin, Minnesota

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement on the Proposed Southwest Transitway Project in Hennepin County, Minnesota.

SUMMARY: The Federal Transit Administration (FTA) and the Hennepin County Regional Railroad Authority (HCRRA) are planning to prepare an environmental impact statement (EIS) for the proposed Southwest Transitway Project, a 14-mile corridor of transportation improvements that links Eden Prairie, Minnetonka, Edina, Hopkins, St. Louis Park, and Minneapolis neighborhoods and

downtown Minneapolis. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), Minnesota Environmental Policy Act (MEPA) as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The purpose of this Notice of Intent (NOI) is to alert interested parties regarding the plan to prepare the EIS to provide information on the nature of the proposed transit project, to invite participation in the EIS process, including comments on the scope of the EIS, including the project purpose and need, the alternatives to be studied, and the potential social, economic, environmental and transportation impacts to be evaluated.

DATES: Written comments on the scope of the EIS by all interested individuals and organizations, public agencies, and Native American Tribes on the scope of the EIS, including the purpose and need for the proposed action; alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives; and the identification of any significant social, economic, or environmental issues relating to the alternatives are invited. Public scoping meetings will be held to accept comments on the scope of the EIS. The scoping meetings will be composed of a one hour public open house followed by a formal public hearing hosted by the HCRRRA and will be held at the following locations on the following dates:

Tuesday, October 7, 2008: 2 p.m. open house, 3 p.m. public hearing, Hennepin County Government Center, 300 South 6th Street, Minneapolis, MN 55487.

Tuesday October 14, 2008: 5 p.m. open house, 6 p.m. public hearing, St. Louis Park City Hall, 5005 Minnetonka Boulevard, St. Louis Park, MN 55416.

Thursday, October 23, 2008: 5 p.m. open house, 6 p.m. public hearing, Eden Prairie City Hall, 8080 Mitchell Road, Eden Prairie, MN 55344

The locations for all scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in a scoping meeting should contact Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN 55401, Telephone: (612) 348-9260; e-mail: Katie.Walker@co.hennepin.mn.us. Requests for special assistance should

be made two weeks in advance of the scheduled meeting.

Scoping materials will be available at the meetings and are available by clicking on the Southwest Transitway Web site at www.southwesttransitway.org. Hard copies of the scoping materials are available from Ms. Katie Walker, AICP, at 417 North 5th Street, Suite 320, Minneapolis, MN 55401, Telephone: (612) 348-2190; e-mail: Katie.Walker@co.hennepin.mn.us. An interagency scoping meeting will be scheduled with agencies having an interest in the proposed project.

In addition to receiving comments at the public hearings, the public may submit comments by e-mail, mail, fax, or via the Web site.

ADDRESSES: *Written Comments Should Be Sent To:* Ms. Katie Walker, AICP, Transit Project Manager, Hennepin County, Housing, Community Works & Transit, 417 North 5th Street, Suite 320, Minneapolis, MN 55401, Telephone: (612) 348-2190; e-mail: Katie.Walker@co.hennepin.mn.us; Fax: (612) 348-9710; or can be made at www.southwesttransitway.org. Comments will be accepted until 5 PM on November 7, 2008.

FOR FURTHER INFORMATION, CONTACT: Mr. David Werner at FTA, Region V, 200 West Adams Street, Suite 320, Chicago, Illinois 60606, Telephone: (312) 353-2789; e-mail: David.Werner@dot.gov.

SUPPLEMENTARY INFORMATION: The Proposed Project would provide for transit improvements within the Southwest Corridor, which extends approximately 14 miles from downtown Minneapolis to Eden Prairie through St. Louis Park, Hopkins, and Minnetonka. The proposed project was the subject of an Alternatives Analysis (AA), which recommended three light rail transit (LRT) alternatives and one Enhanced Bus alternative for inclusion in an Environmental Impact Statement (EIS). The proposed project would provide high-frequency (7.5 minute peak), bi-directional transit service 20 hours per day seven days per week. Stations are proposed at ½ to 1 mile intervals providing service to key activity centers including, but not limited to, downtown Minneapolis, the new Twins Baseball Stadium, the Walker Art Center, the Minneapolis Convention Center, Eat Street, Uptown, Calhoun Village/ Commons, Methodist Hospital, Excelsior/Grand, Cargill, SuperValu, Opus, Golden Triangle, and the Eden Prairie Center Mall.

Purpose and Need for the Project

The intent of the Southwest Transitway Project is to improve mobility, further develop multi-modal options, and increase transportation choices for the traveling public. The overall goals of the proposed project are to: (1) Improve mobility; (2) provide a cost-effective, efficient travel option; (3) protect the environment; (4) preserve and protect the quality of life in the study area and the region; and, (5) support economic development.

The Southwest Transitway was first identified as a potential transitway in the mid-1980s reflecting the projected strong growth for this area by the Metropolitan Council. Since the mid-1980s numerous studies by the Metropolitan Council, Mn/DOT, and Hennepin County have documented the transportation needs of the study area. These studies are available for review at the Southwest Transitway Web site www.southwesttransitway.org. The Southwest Transitway is identified in the Metropolitan Council's Transportation Policy Plan (TPP) as a Tier 2 transitway www.metrocouncil.org.

With Southwest Transitway communities projected to encompass 25 percent of the regional employment base by 2030, the Twin Cities region needs to maintain the ability to travel to, from, and through Southwest Transitway communities efficiently, and at acceptable cost. The six communities that make up the Southwest Transitway study area need to accommodate additional transportation capacity while preserving the corridor's business advantages, environmental features, and quality of life for residents.

Additional considerations supporting the project's need include:

Declining mobility is being experienced by residents, workers and visitors to the study area. This is caused by travel resulting from the high employment and residential growth of the area, which is outstripping the capacity of the existing transportation system. Currently 27 percent of all regional trips begin or end in the corridor and 65 percent of the trips generated within the corridor stay in the corridor. The study area includes two of the region's largest employment centers, downtown Minneapolis with over 140,000 jobs, and Golden Triangle with over 50,000 jobs. Travel on area roadways has increased by 80 to 150 percent over the past 25 years. This has led to increasing congestion with no plans by the state, region or county to significantly expand the roadway system. The area is projected to

continue to grow with a significant portion of the 1 million people and 500,000 jobs the region expects to add by 2030 locating within the study area.

Competitive, reliable transit options are not available for many study area choice riders and transit dependent persons. Due to congested roadways and circuitous roadway networks, it is difficult to provide the significant travel time advantages that would attract choice riders to the transit system and to adequately serve transit-dependent people living in and around downtown Minneapolis attempting to access the growing job base in the study area. The study area roadway network is oriented north-south/east-west where development patterns have radiated outward from downtown Minneapolis on a diagonal. The number of transit-dependent people is growing in the study area, primarily in and around downtown Minneapolis. The roadway network through these neighborhoods is circuitous and has many one-way streets.

Alternatives To Be Considered

After a two-year study of transit alternatives, three light rail transit routes (Build Alternatives) have been identified for further evaluation in the EIS to determine which would best serve the study area. Other alternatives currently under consideration include a future No-Build Alternative, and a Transportation Systems Management (TSM) Alternative, also known as Enhanced Bus.

Build Alternatives To Be Considered

Light Rail Transit 1A: This alternative would operate from downtown Minneapolis to Eden Prairie (TH 5) via an extension of the Hiawatha LRT tracks on 5th Street past the downtown Minneapolis Intermodal Station to Royalston Avenue to the Kenilworth Corridor through Minneapolis and the HCRRA property through St. Louis Park, Hopkins, Minnetonka and Eden Prairie terminating at TH 5 and the HCRRA's property. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd. downtown Hopkins, Shady Oak Rd., Rowland Rd., TH 62, and TH 5.

Light Rail Transit 3A: This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via an extension of the Hiawatha LRT tracks on 5th Street past the downtown Minneapolis Intermodal Station to Royalston Avenue to the Kenilworth Corridor through Minneapolis, the HCRRA property in St.

Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle area, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at Royalston Ave., Van White Blvd., Penn Ave., 21st St., West Lake St., Beltline Blvd. Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd.

Light Rail Transit 3C: This alternative would operate from downtown Minneapolis to Eden Prairie (Mitchell Road/TH 5) via Nicollet Mall to Nicollet Avenue (tunnel from Franklin Avenue to 28th Street), the Midtown Corridor through Minneapolis, the HCRRA property in St. Louis Park and Hopkins, to new right-of-way through the Opus/Golden Triangle, the Eden Prairie Major Center area terminating at TH 5 and Mitchell Road. Stations are proposed at 4th St., 8th St., 12th St., Franklin Ave., 28th St., Lyndale Ave., Hennepin Ave., West Lake St., Beltline Blvd., Wooddale Ave., Louisiana Ave., Blake Rd., downtown Hopkins, Shady Oak Rd., Opus, City West, Golden Triangle, Eden Prairie Town Center, SouthWest Station, and Mitchell Rd.

No-Build Alternative

The No-Build Alternative contemplates roadway and transit facility and service improvements (other than the proposed project) planned, programmed and included in the Financially Constrained Regional Transportation Policy Plan to be implemented by the Year 2030. It includes minor transit service expansions and/or adjustments that reflect a continuation of existing service policies as identified by the Metropolitan Council. The No-Build Alternative serves as the NEPA baseline against which environmental effects of other alternatives, including the proposed project, will be measured.

Transportation Systems Management (TSM) Alternative

The TSM Alternative (Enhanced Bus) is designed to provide lower cost, operationally-oriented improvements to address the project's purpose and need as much as possible without a major transit investment. It includes minor modifications to the existing express service, and would augment Metro Transit and SouthWest Transit service between Minneapolis and Eden Prairie, Minnetonka, Hopkins, and St. Louis Park. This alternative will serve as the New Starts Baseline against which the cost-effectiveness of the proposed project will be measured, and includes

improvements identified in the No-Build Alternative.

In addition to the above described alternatives, other additional reasonable transit alternatives identified through the scoping process that provide similar transportation benefits while reducing or avoiding adverse impacts will be evaluated for potential inclusion in the EIS. Because of the sensitive adjacent land uses located in many parts of this corridor, all alternatives will need to consider a full range of design and mitigation solutions to enlist the support of local communities for the completion of this line.

Probable Effects

The EIS Process and the Role of Participating Agencies and the Public

The purpose of the EIS process is to explore in a public setting the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and the HCRRA will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. Impact areas to be addressed include: transportation; land use, zoning, and economic development; secondary development; land acquisition, displacements, and relocations; cultural resource, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, wetlands, water resources, noise, vibration; energy use; safety and security; wildlife and ecosystems, including endangered species. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

Regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and the HCRRA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project to become "participating agencies," (2) provide an opportunity for involvement by participating agencies and the public in helping to define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS, and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An

invitation to become a participating agency, with the scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and the HCRRRA will not be able to identify all Federal and non-Federal agencies and tribes that may have such an interest. Any Federal or non-Federal agency or tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify, at the earliest opportunity, the Project Manager identified above under **ADDRESSES**.

A comprehensive public involvement program will be developed and a Coordination Plan for public and interagency involvement will be created and posted on the project Web site at www.southwesttransitway.org.

The public involvement program includes a full range of involvement activities including the project Web site (referenced above); outreach to local officials, community and civic groups, and the public; and development and distribution of project newsletters. Specific mechanisms for involvement will be detailed in the public involvement program.

The public and participating agencies are invited to consider and comment on this preliminary statement of the purpose and need for the proposed Southwest Transitway project. Suggestions for modifications to the statement of purpose and need for the proposed project are welcome and will be given serious consideration. Comments on potentially significant environmental impacts that may be associated with the proposed project and alternatives are also welcome. There will be additional opportunities to participate in the scoping process at the public meetings announced in this notice.

The HCRRRA will be seeking New Starts funding for the proposed project under 49 U.S.C. 5309 and, therefore, will be subject to New Starts regulations (49 CFR Part 611). The New Starts regulation requires a planning Alternatives Analysis that leads to the selection of a locally preferred alternative and the inclusion of the locally preferred alternative as part of the long-range transportation plan adopted by the Metropolitan Council. The New Starts regulation also requires the submission of certain project-justification information in support of a request to initiate preliminary engineering, and this information is normally developed in conjunction with the NEPA process. Pertinent New Starts

evaluation criteria will be included in the Final EIS.

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/Federal Highway Administration regulations “Environmental Impact and Related Procedures” (23 CFR part 771). In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the environmental and public hearing provisions of Federal transit laws (49 U.S.C. 5301(e), 5323(b), and 5324), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) guidelines of EPA (40 CFR part 230), the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR part 800), the regulation implementing Section 7 of the Endangered Species Act (50 CFR part 402), Section 4(f) of the Department of Transportation Act (23 CFR 771.135), and Executive Orders 12898 on Environmental justice, 11988 on Floodplain Management, and 11990 on Wetlands.

Issued on September 18, 2008.

Marisol R. Simon,

Regional Administrator, Region V, Federal Transit Administration.

[FR Doc. E8–22257 Filed 9–22–08; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Maritime Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the information collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period

soliciting comments on the following collection of information was published on June 18, 2008, and comments were due by August 18, 2008. No comments were received.

DATES: Comments must be submitted on or before October 23, 2008.

FOR FURTHER INFORMATION CONTACT:

Elizabeth Gearhart, Maritime Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590. Telephone: 202–366–1867; or e-mail: beth.gearhart@dot.gov. Copies of this collection also can be obtained from that office.

SUPPLEMENTARY INFORMATION: Maritime Administration (MARAD).

Title: Shipbuilding Orderbook and Shipyard Employment.

OMB Control Number: 2133–0029.

Type Of Request: Extension of currently approved collection.

Affected Public: Owners of U.S. shipyards who agree to complete the requested information.

Forms: MA–832.

Abstract: MARAD collects this information from the shipbuilding and ship repair industry primarily to determine if an adequate mobilization base exists for national defense and for use in a national emergency.

Annual Estimated Burden Hours: 400 hours.

Addresses: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention MARAD Desk Officer.

Comments Are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; the accuracy of the agency's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Authority: 49 CFR 1.66.

Issued in Washington, DC on September 15, 2008.

Leonard Sutter,

Secretary, Maritime Administration.

[FR Doc. E8–22135 Filed 9–22–08; 8:45 am]

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Official Publication

Saturday 11/08

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Official Publication

MINNEAPOLIS HERITAGE PRESERVATION COMMISSION ROOM 317, CITY HALL 350 SOUTH FIFTH STREET
MINNEAPOLIS, MN 55415-1385 REGULAR MEETING TUESDAY, NOVEMBER 18, 2008 4:30 P.M. AGENDA

(Published in Finance and Commerce November 8, 2008)

Board Membership: Mr. Chad Larsen, Mr. John Crippen, Ms. Denita Lemmon, Ms. Kathleen Anderson, Ms. Meghan Elliott, Ms. Christina Harrison, Mr. Kevin Kelley, Ms. Ginny Lackovic, Ms. Linda Mack, and Ms. Deborah Morse-Kahn. Committee Clerk: Diana Armstrong. 612.673.2615

CALL TO ORDER

Roll Call Petitions and Communications Approval of Agenda Approval of Actions from October 28, 2008, HPC meeting.

PUBLIC HEARINGS

• Reminder to applicants and others that if they are going to speak at the public hearing, please sign in on the sheet outside of the door and speak clearly into the microphone. • Reminder to applicants and others, please contact staff after the hearing with any questions regarding their projects. • Reminder that food and beverages are prohibited from the Council Chambers. For Presentation 1, 88 North 17th Street, Basilica of Saint Mary - Individual Landmark, Ward 7 Staff: Brian Schaffer, 612.673.2670 Certificate of Appropriateness to allow for a new freestanding ground sign containing an internally illuminated sign cabinet.

INFORMATION ITEMS

2. Update on Demolition Permits Staff: Brian Schaffer, 612.673.2670 New Business Adjournment The Next Regular Heritage Preservation Commission Meeting: December 2, 2008 The Chair reserves the right to limit discussion on Agenda items. Heritage Preservation Commission decisions are final unless appealed. **Attention:** The meeting site is wheelchair accessible: if you need other disability related accommodations, such as a sign language interpreter or materials in alternative format, please contact 612.673.3220 (673.2157) TDD/VOICE at least five days prior to the meeting. **Attention:** If you want help translating this information, call: Hmong - Ceeb toom. Yog koj xav tau kev pab txais cov xov no rau koy dawb, hu 612.673.2800; Spanish - Atención. Si desea recibir asistencia gratuita para traducir esta información, llama 612.673.2700; Somali - Ogow. Haddii aad dooneysa in lagna kaalmeeyo tarjammada macluumaadkani oo lacag la' aan wac 612.673.3500.

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Official Publication

ADVERTISEMENT FOR BIDS

Sealed bids will be received in the office of the City Purchasing, 330 Second Avenue South - Suite 552, Minneapolis, MN 55401, until 10:00 AM, CST, December 3, 2008 on Off. Publ. No. 7062 -- BIDS FOR IMPACTED SOIL REMOVAL - BLANCHARD SITE all in accordance with plans and specifications available from the office of City Purchasing. NO CHARGE. LIMIT 1 SET PER CUSTOMER. **PLANS CAN NOT BE MAILED.** Scope of Work Includes: Mobilize and receive the appropriate permits to excavate, transport, and dispose of approximately 2,500 cubic yards (3,800 tons) of impacted soil as daily cover at disposal facility or as industrial waste at a disposal facility. Load, transport and dispose of two stockpiles of concrete rubble with rebar located on the project site. Load, transport, place (as backfill), and compact supplied material from Owner. Implement the erosion control plan, restore areas that were disturbed and provide daily cleaning/sweeping of affected streets and sidewalks.

City of Minneapolis Purchasing Department (Published in Finance and Commerce November 8 and November 22, 2008)

22183563

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Official Publication

ADVERTISEMENT FOR BIDS

Sealed bids will be received in the office of the City Purchasing Agent, 330 Second Avenue South - Suite 552, Minneapolis, MN 55401, until 10:00 AM, CST, December 3, 2008 on Off. Publ. No. 7063 -- BIDS FOR RESTROOM REMODELING all in accordance with plans and specifications available from Engineering Repro Systems, 3005 Ranchview Lane North, Plymouth, MN 55447. For orders by phone call (763) 695-5900 upon payment of \$50.00 per set NON REFUNDABLE. There will be a separate Non-Refundable mailing fee. A Mandatory Pre-Bid Conference will be held at 10:00 AM, CST, on November 19, 2008 in Room 132 City Hall, 350 South 5th Street, Minneapolis, MN. Scope of Work Includes: The demolition of existing plumbing, new plumbing including fixtures, providing and installing a cementitious floor topping, floor and wall tile and toilet partitions. The work includes transport and disposal of demolition materials, onsite safety requirements and mitigation of onsite nuisance conditions such as dust, noise, etc. Bid documents will be available for review at the NAMC, 4801 4th Avenue South, F.W. Dodge Corporation, Minneapolis and St. Paul Builders Exchanges and MEDA Minority Contractors Plan Room. NOTE: The documents issued to the plan rooms are for information ONLY. If you intend to submit a bid on a City of Minneapolis project, you must obtain the documents from the distribution point indicated on the Call for Bids, to ensure having complete project/bidding information.

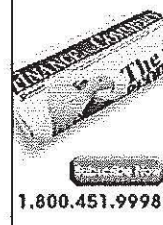
City of Minneapolis Purchasing Department (Published in Finance and Commerce November 8 and November 22, 2008)

22183564

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NOTE: The Purchasing & Contract Services office has moved from the 22nd floor to the 17th floor of the Administration Tower, Hennepin County Government Center. The Bid Opening Room is still located on the 22nd floor of the Administration Tower. Sealed proposals may be mailed before the bid opening date to Hennepin County Purchasing & Contract Services, A-1705 Government Center, Minneapolis, Minnesota, 55487-0175; or, sealed proposals may be received at the 22nd floor reception area of the Government Center, Administration Tower, or in the 17th floor Purchasing & Contract Services office, until 2:00 p.m., Tuesday, November 18, 2008, at which time they will be publicly opened and read aloud for:

1. Parts — Captive for Ford, GM & Chrysler Contract # 2567A8

in accordance with specifications and bid forms available from A-1705 Government Center, Minneapolis, MN 55487-0175

(Published in Finance and Commerce Saturday, November 8, 2008, Tuesday, November 11, 2008)

22183608

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NOTE: The Purchasing & Contract Services office has moved from the 22nd floor to the 17th floor of the Administration Tower, Hennepin County Government Center. The Bid Opening Room is still located on the 22nd floor of the Administration Tower. Sealed proposals may be mailed before the bid opening date to Hennepin County Purchasing & Contract Services, A-1705 Government Center, Minneapolis, Minnesota, 55487-0175; or, sealed proposals may be received at the 22nd floor reception area of the Government Center, Administration Tower, or in the 17th floor Purchasing & Contract Services office, until 2:00 p.m., Tuesday, November 18, 2008, at which time they will be publicly opened and read aloud for:

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(Published in Finance and Commerce Saturday, November 8, 2008, Tuesday, November 11, 2008)

22183339

REGIONAL RAILROAD AUTHORITY

Tuesday, October 21, 2008

(Published in Finance and Commerce Saturday, November 8, 2008)

Minneapolis, Minnesota Tuesday, October 21, 2008 The Board of Commissioners of the Hennepin County Regional Railroad Authority met in the Hennepin County Government Center on October 21, 2008. The meeting was called to order at 3:09 p.m. by Chair Peter McLaughlin. All commissioners were present, except Commissioners Opat and Stenglein who joined the meeting while in progress. The following business was transacted: 1. Approval of Agenda Moved by Commissioner Dorfman, seconded by Commissioner Johnson. There were 5 YEAS; 0 NAYS; Opat/Stenglein ABSENT. Motion adopted. 2. Minutes of October 7, 2008 Meeting Moved by Commissioner Koblick, seconded by Commissioner Dorfman. There were 5 YEAS; 0 NAYS; Opat/Stenglein ABSENT. Motion adopted. 3. Chims Register for period ending October 14, 2008 (08-HCRRRA-50) Moved by Commissioner Koblick, seconded by Commissioner Dorfman. There were 5 YEAS; 0 NAYS; Opat/Stenglein ABSENT. Motion adopted. 4. Removal of Dakota Rail Corridor bridge deck and piers at CSAH 92 (NTE \$35,000) (08-HCRRRA-51) Moved by Commissioner Steele, seconded by Commissioner Koblick. There were 6 YEAS; 0 NAYS; Opat ABSENT. Motion adopted. 5. Corridor Updates Marthand Nookala, Assistant County Administrator-Public Works, updated the commissioners on various HCRRRA corridors (attached). Joe Gladke, Administrative Manager, Engineering and Transit Planning, Housing, Community Works and Transit provided an update on Bottineau Boulevard. 6. Negotiate Agmt A081882 with HDR Engineering, Inc for stakeholder workshops and concept plan for the Intermodal Station, 10/21/08-3/1/09 (NTE \$55,000) (08-HCRRRA-52) Phil Eckhart, Director, Housing, Community Works and Transit addressed the board about the resolution. Debra Brisk, Project Manager, HDR Engineering Inc., presented on Intermodal Facility Minneapolis. Moved by Commissioner Dorfman, seconded by Commissioner Johnson. There were 6 YEAS; 0 NAYS; Koblick ABSENT. Motion adopted. Commissioner Steele moved to adjourn at 4:06 p.m.; seconded by Commissioner Opat. Motion to adjourn adopted unanimously.

PETER McLAUGHLIN,

Chair.

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY CORRIDOR REPORT October 21, 2008

Hiawatha Corridor Ridership. Metro Transit is reporting the September 2008 monthly ridership on the Hiawatha LRT line as approximately 982,000 passengers. The budgeted ridership was 973,000. Metro Transit has submitted 90% complete plans for review and comment for expansion of 10 of the existing 17 Hiawatha LRT stations. This expansion will allow for three car operations in the future. Design work will be completed in late 2008 with construction beginning in the spring of 2009. These plans include the new station at 34th Avenue and American Boulevard in Bloomington. **Northstar Corridor Station Construction Activities** Construction is underway at the Big Lake, Elk River, Anoka, and Coon Rapids Stations. **Downtown Construction** On 5th Street between 1st and 2nd Avenue, embedded trackwork is in progress. Rail installation is complete on the 5th Street Bridge over I-394. Work continues on LRT station platform and track installation on the 5th Street bridge over the Burlington Northern Santa Fe tracks. Concrete work on the commuter rail platform is nearly complete. Ballasted track and special track work construction is in progress west of the station platform. Embedded trackwork is in progress under the ballpark. **Locomotives** On October 2, 2008, the first of five MP-36 locomotives was delivered from Motive Power Inc. of Boise Idaho. The vehicle is being stored at the vehicle maintenance facility in Big Lake. **Central Corridor Work** continues on the design options for the Washington Avenue Transit Mall. Discussions continue on a development and construction agreement between the Metropolitan Council, the University of Minnesota, Hennepin County, Hennepin County Regional Railroad Authority, and the City of Minneapolis for the area near the University of Minnesota Campus. **Cedar Avenue Corridor — Bus Rapid Transit (BRT)** Dakota County continues to coordinate the Cedar Avenue BRT study with the Urban Partnership Agreement planned station area improvements along the corridor. Environmental work for the Cedar Grove Station is underway. An Architecture and Engineering Services contract for the Apple Valley Station is being finalized and land acquisition for this station has been completed. All property for station area development is expected to be purchased by February of 2009 and station construction is expected to be complete by September of 2009. Roadway intersection layouts (including BRT shoulder lanes) have been developed and approved by the Dakota County Regional Railroad Authority. Environmental Documentation is expected to be completed by the end of 2008. Final Roadway Design is underway with 95 percent plans scheduled for completion by December 2009 and roadway construction planned for 2010. **Bottineau Corridor** The Bottineau Transitway Alternatives Analysis Study is progressing into stage 2 of a 4 stage study process. Stage 2 of the study is focused on continued scoping and detailed definition of BRT and LRT alignment alternatives in collaboration with study area stakeholders. Technical methods are being developed which will guide the technical analysis of the alternatives. Meetings continue with the various cities along the corridor to define project alignments, stations, and park and ride facilities. Documentation related to the recently completed stage 1 study effort is currently being finalized based on Federal Transit Administration (FTA) review comments and will be shared with stakeholders in the Fall of 2008. This includes *Technical Memorandum No. 2 (Purpose and Need, Goals and Objectives and Evaluation Measures)* and the *Alternatives Analysis Initiation Package* which documents the selection of preferred alternatives that will move forward into more detailed study. Southwest Corridor The Southwest Transitway has launched the Draft Environmental Impact Statement (DEIS), which is a joint effort of the Hennepin County Regional Railroad Authority (HCRRRA) and the Federal Transit Administration (FTA). The first step in the DEIS process is to conduct Scoping, which includes the hosting of Scoping Meetings/Hearings. The Scoping process is designed to inform the public, interest

groups, affected tribes and government agencies of the DEIS and to present the following for comment: • purpose and need for the project. • the alternatives to be studied. • the potential social, economic, environmental and transportation impacts to be evaluated. As part of the NEPA Scoping process, the HCRRRA is required to hold at least one public Scoping meeting which includes a public hearing. In order to ensure all voices are heard, the HCRRRA scheduled the following three (3) Scoping meetings: • Tuesday, October 7, 2008, Hennepin County Government Center Public Open House at 2:00 PM, Public Service Level (PSL) Public Hearing at 3:00 PM, Board Room • Tuesday, October 14, 2008, St. Louis Park City Hall Public Open House at 5:00 PM Public Hearing at 6:00 PM, Council Chambers • Thursday, October 23, 2008, Eden Prairie City Hall Public Open House at 5:00 PM Public Hearing at 6:00 PM, Council Chambers Approximately 40 people attended the Public Scoping meeting on Tuesday, October 7th and over 120 people attended the Public Scoping meeting on Tuesday, October 14th. Public comments are being collected through the Southwest website (www.southwesttransitway.org), U.S. mail, and fax. Comments should be addressed to Katie Walker, Transit Project Manager, 417 North 5th Street, Suite 320, Minneapolis, MN 55401, fax to 612.348.9710, or email www.southwesttransitway.org. All comments become part of the public scoping record and must be received no later than 5:00 PM CST on Friday, November 7, 2008. Red Rock Corridor The Red Rock Corridor Commission has retained URS Corporation to conduct an interim bus feasibility study for the Red Rock study area from Hastings to downtown Minneapolis and downtown St. Paul. Northern Lights Express Intercity Rail (Minneapolis to Duluth/Superior) On September 30, 2008, U.S. Transportation Secretary Mary Peters announced that the Northern Light Express project has received a grant of \$1.1 million for environmental documentation. The funding requires a 50 percent match which will come from state and local sources.

08-HCRRRA-50

The following Resolution was offered by Commissioner Koblick, seconded by Commissioner Dorfman: BE IT RESOLVED, That the Claims Register for the period ending October 14, 2008 be approved/ratified. The question was on the adoption of the Resolution and there were 5 YEAS and 0 NAYS, as follows: YEAS — Dorfman, Johnson, Koblick, Steele, McLaughlin, Chair; NAYS — 0; Opat, Stenglein — ABSENT. RESOLUTION ADOPTED ON 10/21/08

ATTEST: Secretary, HCRRRA

HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY CLAIMS Period Ending October 14, 2008

Maintenance — Top Notch Treecare — \$2,476.13 Maintenance — Rainville-Carlson Inc. — \$125.85 Utility — CenterPoint Energy — 69.46 Utility — Minneapolis Finance Department Heritage Landing Site — \$1,334.42 Consulting Services — Kinley-Horn and Associates, Inc. Northstar — \$1,955.00 Website Maintenance — Heitman Design, LLC Bottineau — \$43.75 Consulting Services — HDR Engineering, Inc. Southwest Transitway DEIS — \$26,773.13 Publication — Spokesman-Recorder Publishing Company — \$602.44 Maintenance — Resource Recovery Technologies LLC — \$124.50 TOTAL — \$33,504.68

08-HCRRRA-51

The following Resolution was offered by Commissioner Steele, seconded by Commissioner Koblick: BE IT RESOLVED, that Hennepin County Regional Railroad Authority authorizes removal of the bridge deck and piers at the Dakota Rail Corridor bridge over CSAH 92 in St. Bonifacius, in the not to exceed amount of \$35,000.00, leaving bridge abutments in place such that Authority's ability to restore the railroad bed by installing a replacement bridge for future rail and other transportation uses is not impaired, and that the Executive Director be authorized to issue a permit to Hennepin County, Transportation Department, to perform the work. The question was on the adoption of the Resolution and there were 6 YEAS and 0 NAYS, as follows: YEAS — Stenglein, Dorfman, Johnson, Koblick, Steele, McLaughlin, Chair; NAYS — 0; Opat — ABSENT. RESOLUTION ADOPTED ON 10/21/08

ATTEST: Secretary, HCRRRA


08-HCRRRA-52

The following Resolution was offered by Commissioner Dorfman, seconded by Commissioner Johnson: BE IT RESOLVED, that the Hennepin County Regional Railroad Authority Executive Director be authorized to negotiate funding Agreement A081882 with HDR Engineering, Inc for development and implementation of a stakeholder workshop and subsequent preparation of a concept plan for connecting people and goods within the one-half mile radius of the Intermodal Station, in an amount not to exceed \$55,000, for the period of October 21, 2008 through March 1, 2009; and that following review and approval by the County Attorney's Office, the Chair of the Board be authorized to sign the agreement on behalf of the Authority; and that the Controller be authorized to disburse funds as directed. The question was on the adoption of the Resolution and there were 6 YEAS and 0 NAYS, as follows: YEAS — Opat, Stenglein, Dorfman, Johnson, Steele, McLaughlin, Chair; NAYS — 0; Koblick — ABSENT. RESOLUTION ADOPTED ON 10/21/08

ATTEST: Secretary, HCRRRA

22183395

[Return to Category List](#)



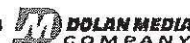
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an “anonymous access” system, which means that EPA will not know your identity or contact information unless you provide it in the body of your comments. If you send email comments directly to EPA without going through <http://www.regulations.gov>, your email address will be automatically captured and included as part of the comments that are placed in the public docket and made available on the Internet. If you submit electronic comments, EPA recommends that you include your name and other contact information in the body of your comments and with any disk or CD-ROM you submit. If EPA cannot read your comments due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comments. Electronic files should avoid the use of special characters and any form of encryption and be free of any defects or viruses. For additional information about EPA’s public docket, visit the EPA Docket Center homepage at <http://www.epa.gov/epahome/dockets.htm>.

Docket: All documents in the docket are listed in the <http://www.regulations.gov> index. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, will be publicly available only in hard copy. Publicly available docket materials are available either electronically at <http://www.regulations.gov> or in hard copy at the OEI Docket in the EPA Headquarters Docket Center.

Dated: October 5, 2012.

Lek Kadeli,

*Principal Deputy Assistant Administrator,
Office of Research and Development.*

[FR Doc. 2012–25148 Filed 10–11–12; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9005–5]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7146 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements

Filed 10/01/2012 Through 10/05/2012

Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA’s comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

SUPPLEMENTARY INFORMATION: As of October 1, 2012, EPA will not accept paper copies or CDs of EISs for filing purposes; all submissions on or after October 1, 2012 must be made through e-NEPA.

While this system eliminates the need to submit paper or CD copies to EPA to meet filing requirements, electronic submission does not change requirements for distribution of EISs for public review and comment. To begin using e-NEPA, you must first register with EPA’s electronic reporting site—https://cdx.epa.gov/epa_home.asp.

EIS No. 20120317, Final EIS, USACE, MS, Proposed Widening of the Pascagoula Lower Sound/Bayou Casotte Channel, Jackson County, MS, Review Period Ends: 11/13/2012, Contact: Philip Hegji 251–690–3222.

EIS No. 20120318, Final Supplement, USACE, TX, Clear Creek Reevaluation Study Project, Flood Risk Management and Ecosystem Restoration, Brazoria, Fort Bend, Galveston and Harris Counties, TX, Review Period Ends: 11/13/2012, Contact: Andrea Catanzaro 409–766–6346.

EIS No. 20120319, Draft EIS, NPS, MA, Herring River Restoration Project, In and Adjacent to Cape Cod National Seashore, Towns of Wellfleet and Truro, MA, Comment Period Ends: 12/12/2012, Contact: Mark Husbands 303–987–6965.

EIS No. 20120320, Draft EIS, FTA, MN, Southwest Transitway Construction and Operation Light Rail Transit, Hennepin County, MN, Comment Period Ends: 12/11/2012, Contact: Marisol Simon 312–353–2789.

EIS No. 20120321, Final EIS, BLM, NV, Mount Hope Project, Molybdenum Mining and Processing Operation, Eureka County, NV, Review Period Ends: 11/13/2012, Contact: Gloria Tibbetts 775–635–4060.

EIS No. 20120322, Final EIS, NOAA, 00, Harvest Specifications and Management Measures for the 2013–2014 Pacific Coast Groundfish Fishery and Amendment 21–2 to the Pacific Coast Fishery Management Plan, Federal Waters off the Coast of WA, OR, and CA, Review Period Ends: 11/13/2012, Contact: Becky Renko 206–526–6110.

EIS No. 20120323, Draft Supplement, BLM, NV, Silver State Solar Energy Project, and Proposed Las Vegas Field Office Resource Management Plan Amendment, To Address New Information, Clark County, NV, Comment Period Ends: 01/11/2013, Contact: Greg Helseth 702–515–5173.

EIS No. 20120324, Final EIS, USFS, MT, Lonesome Wood Vegetation Management 2 Project Areas, Lake Ranger District, Gallatin National Forest, Gallatin County, MT, Review Period Ends: 11/26/2012, Contact: Teri Seth 406–522–2520.

EIS No. 20120325, Final EIS, NPS, WA, Stehekin River Corridor Implementation Plan, General Management Plan, Lake Chelan National Recreation Area, North Cascades National Park Service Complex, WA, Review Period Ends: 11/13/2012, Contact: Jon Riedel 360–873–4590 ext. 21.

Amended Notices

EIS No. 20050140, Final EIS, FHWA, NV, Boulder City/U.S. 93 Corridor Transportation Improvements, Study Limits are between a western boundary on US 95 in the City of Henderson and an eastern boundary on US 93 west of downtown Boulder City, NPDES and U.S. Army COE Section 404 Permits Issuance and Right-of-Way Grant, Clark County, NV, Review Period Ends: 05/13/2005, Contact: Ted P. Bendure 775–687–5322.

Adoption—The U.S. Department of Energy’s Western Area Power Administration (WAPA) has adopted the U.S. Department of Transportation’s Federal Highway Administration’s (FHWA) Final EIS filed with EPA. The WAPA was a cooperating agency with the FHWA’s EIS therefore, recirculation of the document was not necessary and there is no comment period.

EIS No. 20110106, Draft EIS, BIA, NM, Withdrawn—Pueblo of Jemez 70.277 Acre Fee-To-Trust Transfer and Casino Project, Implementation, Dona Ana County, NM, Comment Period Ends: 07/01/2011, Contact: Priscilla Wade 505–563–3417 Revision to FR Notice Published 06/03/2011; Officially Withdrawn by the Preparing Agency.

Dated: October 9, 2012.

Aimee S. Hessert,

*Deputy Director, NEPA Compliance Division,
Office of Federal Activities.*

[FR Doc. 2012–25154 Filed 10–11–12; 8:45 am]

BILLING CODE 6560–50–P



Publication Date: October 15, 2012
Vol. 36, No. 21

Next Publication: October 29, 2012
Submission Deadline: October 22, 2012
Submit to EQB.Monitor@state.mn.us

Subscribe to receive the EQB Monitor. If you would like to receive the Monitor regularly, please subscribe at <http://www.eqb.state.mn.us/monitor.html>.

EQB Meetings are regularly scheduled for the third Wednesday of the month. There may be additional special meetings as well. The calendar with scheduled meetings is located at http://server.admin.state.mn.us/WebCalendar/month.php?cat_id=3&date=20120801. All meeting packets and agendas can be viewed at <http://www.eqb.state.mn.us/agendas.html>.

Update your contact information! As your e-mail address changes, please ensure delivery by updating your contact information routinely at <http://www.eqb.state.mn.us/monitor.html>.

ENVIRONMENTAL ASSESSMENT WORKSHEETS

EAW Comment Deadline: November 14, 2012

Project Title: Dabelstein Quarry, Winona County

Description: Non-metallic mineral mining of 36.5 acre site to extract material for area construction activities and the oil/gas industries. The mining involves excavation/blasting of overburden to expose material that is processed/loaded, placed in transportation vehicles and trucked to an existing offsite processing plant. Reclamation will be ongoing as mining is conducted.

Project Proposer: Roger Dabelstein

RGU: Winona County Planning Department

Contact: Jason Gilman, AICP
Planning and Environmental Services Director
177 Main Street
Winona, Minnesota 55987
507-457-6337
JGilman@co.winona.mn.us

The *EQB Monitor* is a biweekly publication of the Environmental Quality Board that lists descriptions and deadlines for Environmental Assessment Worksheets, Environmental Impact Statements, and other notices. The *EQB Monitor* is posted on the Environmental Quality board home page at <http://www.eqb.state.mn.us/>.

Upon request, the *EQB Monitor* will be made available in an alternative format, such as Braille, large print, or audio tape. For TTY, contact Minnesota Relay Service at 800-627-3529 and ask for Department of Administration. For information on the *EQB Monitor*, contact:

Minnesota Environmental Quality Board
520 Lafayette Road – 4th Floor
St. Paul, MN 55155-4194
Phone: 651-757-2873
Fax: 651-297-2343
<http://www.eqb.state.mn.us>

PETITIONS FILED

The following petitions have been filed with the EQB requesting preparation of an EAW. The EQB has assigned the indicated unit of government to review the petition and decide on the need for an EAW.

- Minnesota Department of Natural Resources, October 2012 Auction of Mineral Leases in Aitkin, Lake, and Saint Louis Counties
- Minnesota Pollution Control Agency, Reichmann Land & Cattle LLP Feedlot and Curtis and Angela Blair Feedlot (Pope County)

EIS NEED DECISIONS

The noted responsible governmental unit has determined the following projects do not require preparation of an EIS. The dates given are, respectively, the date of the determination and the date the EAW notice was published in the *EQB Monitor*.

- Minnesota Pollution Control Agency, Northern Metals Application for Major Amendment, Hennepin County, October 1, 2012 (November 14, 2011)
- Minnesota Department of Transportation, Trunk Highway 10 Interchange at Junction Benton CSAH 2, City of Rice, Benton County, September 21, 2012 (July 23, 2012)
- City of Champlin, Elm Creek Dam Embankment and Spillway Rehabilitation Project, Hennepin County July 23, 2012 (April 16, 2012)

DRAFT EIS AVAILABLE

NOTICE OF SCOPING AMENDMENT, PUBLIC HEARINGS AND DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) AVAILABILITY FOR THE SOUTHWEST TRANSITWAY PROJECT, HENNEPIN COUNTY

Project Title: Southwest Transitway

Description: The Southwest Transitway project proposes construction of a light rail system between Minneapolis and Eden Prairie, Minnesota.

On September 8, 2008, a notice of intent to prepare an EIS for the Southwest Transitway was published in the EQB Monitor. On January 27, 2009, the Hennepin County Regional Railroad Authority (HCRRA) acting as the Responsible Governmental Unit (RGU) approved the Southwest Transitway Scoping Summary Report (SSR) which serves as the Scoping Decision Document (SDD). On September 25, 2012, the HCRRA amended the Southwest Transitway SSR/SDD to include the impacts of relocating freight rail for the four build alternatives and including a collocation alternative where freight rail, light rail and the commuter bike trail collocate, share a common corridor, between Louisiana Avenue and Penn Avenue. On September 25, 2012, the HCRRA established public hearings, as detailed below, to receive comment on the Southwest Transitway DEIS.

On October 12, 2012, the Southwest Transitway DEIS will be available for review and comment. Comments on the DEIS are being accepted through 12 a.m. December 11, 2012, and can be submitted via email, U.S. mail or public testimony. All comments received during the comment period will be considered during the Final EIS.

Document Availability: The DEIS is available online at: www.southwesttransitway.org.

Hard copies are available at the following area libraries and resource centers.

Hennepin County
Housing Community Works & Transit
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Southwest LRT Project Office
6465 Wayzata Boulevard, Suite 500
St. Louis Park, MN 55426

Linden Hills Library
2900 West 43rd Street
Minneapolis, MN 55410

Minneapolis Central Library
300 Nicollet Mall
Minneapolis, MN 55401

Sumner Library
611 Van White Memorial Boulevard
Minneapolis, MN 55411

Edina Library
5280 Grandview Square
Edina, MN 55436

St. Louis Park Library
3240 Library Lane
St. Louis Park, MN 55426

Hopkins Library
22 11th Avenue North
Hopkins, MN 55343

Minnetonka Library
17524 Excelsior Boulevard
Minnetonka, MN 55345

Eden Prairie Library
565 Prairie Center Drive
Eden Prairie, MN 55344

Franklin Library
1314 East Franklin Avenue
Minneapolis, MN 55404

Minneapolis City Hall
250 S 4th Street
Minneapolis, MN 55415

Edina City Hall
4801 West 50th Street
Edina, MN 55424

St. Louis Park City Hall
5005 Minnetonka Blvd
St. Louis Park, MN 55416

Hopkins City Hall
1010 1st Street South
Hopkins, MN 55343

Minnetonka City Hall
14600 Minnetonka Blvd
Minnetonka, MN 55345

Eden Prairie City Hall
8080 Mitchell Road
Eden Prairie, MN 55344

Public Hearing Information:

Tuesday, November 13th, Hennepin County Government Center, A-2400
4:00 to 5:00 PM public open house (Public Service Level)
4:30 PM Formal Public Hearing

Wednesday, November 14th, St. Louis Park City Hall, 5005 Minnetonka Boulevard
5:00 to 6:00 PM public open house
6:00 PM Formal Public Hearing

Thursday, November 29th, Eden Prairie City Hall, 8080 Mitchell Road
5:00 to 6:00 PM public open house
6:00 PM Formal Public Hearing

The address to which written comments should be sent is:

Hennepin County Regional Railroad Authority (HCRRA)
Department of Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
or swcorridor@co.hennepin.mn.us

Auxiliary aides, services and communication materials in accessible formats and languages other than English can be arranged **if notice is given at least 14 calendar days before the meeting** by contacting swcorridor@co.hennepin.mn.us.

RGU: Hennepin County Regional Railroad Authority

EIS ADEQUACY DECISION

Notice of the Record of Decision and Findings of Fact for the Zavoral Mine and Reclamation Project
City of Scandia, Washington County

On September 25, 2012, the Scandia City Council approved the Record of Decision and Findings of Fact for the Zavoral Mine and Reclamation Project. The Council determined that the EIS is adequate.

The Final EIS was noticed in the EQB Monitor and distributed on August 20, 2012, consistent with Minnesota Rules 4410.2300, subp. 3. The comment period closed on September 10, 2012. The City responded to the comments received on the adequacy of the EIS. The responses are included in the Record of Decision.

The Final EIS, Record of Decision and all other documents relating to the Zavoral Mine and Reclamation Project EIS Scoping Process are available on the City's website at: <http://www.ci.Scandia.mn.us>.

For more information, please contact:

Kristina Handt, City Administrator
651-433-2274 or k.handt@ci.scandia.mn.us



Publication Date: July 22, 2013
Vol. 37, No. 15

Next Publication: August 5, 2013
Submittal Deadline: July 29, 2013
Submit to EQB.Monitor@state.mn.us

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EQB MONITOR

Request for Comments on Possible Amendments to Rules Governing the Environmental Review Program,

Minnesota Rules Chapter, 4410; Revisor's 10 Number R-04157

Subject of Rules. The Minnesota Environmental Quality Board (EQB or Board) is considering revising the existing rules governing the Environmental Review Program. These are the rules under which Environmental Assessment Worksheets (EAWs), Environmental Impact Statements (EISs), and other environmental review documents are prepared. This possible rulemaking may include the following categories or subparts:

- 1) Mandatory categories for environmental assessment worksheets located under part 4410.4300:
 - a. subp. 2. Nuclear fuels and nuclear waste;
 - b. subp. 3. Electric generating facilities;
 - c. subp. 5. Fuel conversion facilities;
 - d. subp. 7. Pipelines;
 - e. subp. 8. Transfer facilities;
 - f. subp. 14. Industrial, commercial, and institutional facilities;
 - g. subp. 16. Hazardous waste;
 - h. subp. 17. Solid waste;
 - i. subp. 18. Wastewater systems;
 - j. subp. 19. Residential development;
 - k. subp. 22. Highway projects;

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Minnesota Environmental Quality Board
520 Lafayette Road – 4th Floor
St. Paul, MN 55155-4194
Phone: 651-757-2873
Fax: 651-297-2343
<http://www.eqb.state.mn.us>

NOTICE OF SUPPLEMENTAL DEIS PREPARATION

Project Title: Supplemental Draft Environmental Impact Statement for the Southwest Light Rail Transit Project (formerly referred to as the Southwest Transitway)

RGU: Metropolitan Council

Description: The Federal Transit Administration (FTA), the Federal lead agency, and the Metropolitan Council (Council), the local lead agency, intend to publish a Supplemental Draft Environmental Impact Statement (SDEIS) for the Southwest Light Rail Transit (SWLRT) Project (formerly referred to as the Southwest Transitway), in accordance with the National Environmental Policy Act (NEPA), its implementing regulations, provisions of the Moving Ahead for Progress in the 21st Century (MAP-21), and Minnesota Administrative Rules Chapter 4410, Environmental Review.

On September 8, 2008, the notice to prepare a Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project was published in the *EQB Monitor*. Availability of the DEIS was published in the *EQB Monitor* and the document was distributed on October 15, 2012. Public Hearings were held in November, 2012 and the public comment period concluded on December 31, 2012.

The Project is a new 15.8-mile light rail alignment with 17 new light rail stations, several new park-and-ride lots, and one new light rail operations and maintenance facility (OMF). The project requires modification to existing freight rail alignments within the project vicinity. The SDEIS will evaluate environmental impacts associated with proposed adjustments to the Locally Preferred Alternative, freight rail alignments, and location of the OMF. The SDEIS will also incorporate pertinent issues raised during the DEIS comment period. FTA and the Council anticipate that the SDEIS scope will include, but not be limited to, the following areas: Eden Prairie LRT alignment and stations; LRT OMF site; freight rail alignments (i.e., Relocation and Co-location); and other areas where FTA and the Council determine that there is a need to be supplemented with additional information which was not included in the Project's October 2012 DEIS.

Written comments on the scope of the SDEIS as outlined above may be submitted to Ms. Nani Jacobson (see contact information below) by August 12, 2013, which is within 20 days of publication this notice. Comments received within this period, and responses to the comments, will be included in the SDEIS.

Contact Person:

Ms. Nani Jacobson, Project Manager
Southwest Light Rail Transit Project Office
6465 Wayzata Boulevard, Suite 500, St. Louis Park, MN 55426
Telephone: 612-373-3808
E-mail: nani.jacobson@metrotransit.org.

Notice regarding the intent to prepare the SDEIS will be sent to the appropriate federal, state, and local agencies that have expressed or are known to have an interest or legal role in this proposed action. Following publication and review of the SDEIS, a FEIS will be prepared and circulated.

Additional Information: The SWLRT Project (Green Line Extension) will operate from downtown Minneapolis through the southwestern suburban cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to the city of Edina. The proposed alignment is primarily at-grade and includes 17 new stations and approximately 15.8-miles of double track. The line will connect major activity centers in the region including downtown Minneapolis, the Opus/Golden Triangle employment area in Minnetonka and Eden Prairie, Methodist Hospital in St. Louis Park, the Eden Prairie Center Mall, and the Minneapolis Chain of Lakes. Ridership in 2030 is projected at 29,660 weekday passengers. The project will interline with Central Corridor LRT (Green Line) which will provide a one-seat ride to destinations such as the University of Minnesota, state Capitol, and downtown St. Paul. It will be part of an integrated system of

transitways, including connections to the METRO Blue Line, the Northstar Commuter Rail line, a variety of major bus routes along the alignment, and proposed future transitway and rail lines. The Metropolitan Council will be the grantee of federal funds. The regional government agency is charged with building the line in partnership with the Minnesota Department of Transportation. The Southwest Corridor Management Committee, which includes commissioners from Hennepin County and the mayors of Minneapolis, St. Louis Park, Edina, Hopkins, Minnetonka, and Eden Prairie, provides advice and oversight. Funding is provided by the FTA, Counties Transit Improvement Board (CTIB), state of Minnesota, and Hennepin County Regional Railroad Authority (HCRRA). Additional information on the SWLRT project can be found at www.swlrt.org.

ALTERNATIVE URBAN AREAWIDE REVIEW ADOPTED

Project Title: FMC Site Development

Project Description: The City Council of the city of Fridley approved Resolution #2013-33 on July 8, 2013, approving and certifying the adequacy of the Alternative Urban Areawide Review (AUAR) document for the FMC Site Redevelopment. Copies of the draft AUAR were available for public and agency review and noticed in the EQB Monitor on April 1, 2013. The Final AUAR with responses to the comments received during the draft AUAR review period was available for public and agency review on June 10, 2013.

Please direct any questions to Scott J. Hickok, AICP, Community Development Director, at 763-572-3590.

RGU: City of Fridley

NOTICES

Notification of Release of Genetically Engineered Organisms

File Number	Company	Crop	Project	County
13-NO-074	M.S. Technologies, LLC	soybean	Herbicide Tolerant	Renville

For more information contact Dr. Steve Malone, Minnesota Department of Agriculture, 625 Robert St N., St. Paul, MN 55155, 651-201-66531, stephen.malone@state.mn.us

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Intent To Prepare a Supplemental Draft Environmental Impact Statement for the Southwest Light Rail Transit Extension Project (Formerly Referred to as the Southwest Transitway)**

AGENCY: Federal Transit Administration (FTA), Department of Transportation.

ACTION: Notice of Intent to prepare a Supplemental Draft Environmental Impact Statement

SUMMARY: The Federal Transit Administration (FTA), the Federal lead agency, and the Metropolitan Council (Council), the local lead agency, intend to publish a Supplemental Draft Environmental Impact Statement (SDEIS) for the Southwest Light Rail Transit Extension (SWLRT) Project (formerly referred to as the Southwest Transitway Project), in accordance with the National Environmental Policy Act (NEPA), its implementing regulations, provisions of the Moving Ahead for Progress in the 21st Century (MAP-21), and the Minnesota Environmental Policy Act (MEPA). The original Notice of Intent to prepare a DEIS for the Project was issued on September 23, 2008. The Project's Draft Environmental Impact Statement (DEIS) was published on October 12, 2012, with a public comment period concluding on December 31, 2012. The Project is a new 15.8-mile light rail alignment with 17 new light rail stations, several new park-and-ride lots, and one new light rail operations and maintenance facility (OMF). The project requires modification to existing freight rail alignments within the project vicinity. The SDEIS will evaluate environmental impacts associated with proposed adjustments to the Locally Preferred Alternative, freight rail alignments, and location of the OMF. The SDEIS will also incorporate pertinent issues raised during the DEIS comment period.

For commenting purposes under NEPA, written comments on the scope of the SDEIS should be directed to Ms. Nani Jacobson, Project Manager, Southwest Light Rail Transit Project Office, 6465 Wayzata Boulevard, Suite 500, St. Louis Park, MN 55426, Telephone: 612-373-3808; Email: nani.jacobson@metrotransit.org. Comments on the scope may be submitted within 20 days of publication of the preparation notice in the state publication, the EQB Monitor. Notice in the EQB Monitor is anticipated to be published on July 22, 2013, with the 20 day period for submitting written

comments ending on August 12, 2013. In accordance with MEPA, comments received within this period, and responses to the comments, will be included in the SDEIS.

FOR FURTHER INFORMATION CONTACT: For general information on FTA's NEPA review, please contact Maya Sarna, Department of Transportation, 1200 New Jersey Avenue SE., East Building, Washington DC 20590, Telephone: (202) 366-5811.

SUPPLEMENTARY INFORMATION: The SWLRT Project will operate from downtown Minneapolis through the southwestern suburban cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to the city of Edina. The proposed alignment is primarily at-grade and will include 17 new stations and approximately 15.8-miles of double track. The line will connect major activity centers in the region including downtown Minneapolis, Methodist Hospital in St. Louis Park, the Opus/Golden Triangle employment area in Minnetonka and Eden Prairie, and, the Eden Prairie Center Mall. Ridership in 2030 is projected at 29,660 weekday passengers. The project will connect with the Green Line (Central Corridor LRT), which will provide a one-seat ride to destinations such as the University of Minnesota, the State Capitol, and downtown St. Paul. The proposed SWLRT will be part of an integrated system of transitways, including connections to the METRO Blue Line, the Northstar Commuter Rail line, a variety of major bus routes along the alignment, and proposed future transitway and rail lines.

The SDEIS will supplement the evaluation of impacts included in the Project's DEIS where there have been adjustments to the design of proposed LRT and freight rail alignments, stations, park-and-ride lots, and an OMF site that would likely result in impacts not documented in the Project's DEIS. FTA and the Council anticipate that the SDEIS scope will include, but not be limited to, the following areas: Eden Prairie LRT alignment and stations; LRT OMF site; freight rail alignments (i.e., Relocation and Co-location); and other areas where FTA and the Council determine that there is a need to be supplemented with additional information which was not included in the Project's October 2012 DEIS.

Notice regarding the intent to prepare the SDEIS will be sent to the appropriate Federal, State, and local agencies. Following publication and review of the SDEIS, a FEIS will be prepared and circulated.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of NEPA documents. Accordingly, unless a specific request for a complete printed set of the NEPA document is received before the document is printed, FTA and its grant applicants will distribute only electronic copies of the NEPA document. A complete printed set of the environmental document will be available for review at the Metropolitan Council's offices and elsewhere as will be noted in the Notice of Availability; and electronic copy of the complete environmental document will be available on the Metropolitan Council's Southwest Light Rail Transit Project Web site (<http://www.swlrt.org>).

Issued on: July 11, 2013.

Marisol Simon,

Regional Administrator, FTA Region V.

[FR Doc. 2013-17506 Filed 7-19-13; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2012-0075; Notice 2]

BMW of North America, LLC, a Subsidiary of BMW AG, Grant of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Grant of petition.

SUMMARY: BMW of North America, LLC¹ a subsidiary of BMW AG,² has determined that certain model year (MY) 2012 BMW X6M SAV multipurpose passenger vehicles (MPV) manufactured between April 1, 2011 and March 23, 2012, do not fully comply with paragraph S4.3 (b) of Federal Motor Vehicle Safety Standard (FMVSS) No. 110, *Tire selection and rims and motor home/recreation vehicle trailer load carrying capacity information for motor vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or less*. BMW has filed an appropriate report dated April 4, 2012,

¹ BMW of North America, LLC is a U.S. company that manufactures and imports motor vehicles.

² BMW AG is a German company that manufactures motor vehicles.

DEPARTMENT OF ENERGY**Federal Energy Regulatory Commission****[Project No. 2677–028]****City of Kaukauna; Notice of Application Accepted for Filing and Soliciting Comments, Motions To Intervene and Protests**

Take notice that the following hydroelectric application has been filed with the Commission and is available for public inspection:

- a. *Application Type*: Request for Extension of Time.
- b. *Project No*: 2677–028.
- c. *Date Filed*: February 13, 2015.
- d. *Applicant*: Kaukauna Utilities (licensee).
- e. *Name of Project*: Badger-Rapide Croche Hydroelectric Project.
- f. *Location*: Outagamie County, Wisconsin.
- g. *Filed Pursuant to*: Federal Power Act, 16 U.S.C. 791a–825r.
- h. *Applicant Contact*: Mr. Jeffery Feldt, General Manager—Kaukauna Utilities, 777 Island Street, Kaukauna, WI 54130, 920–419–2421.
- i. *FERC Contact*: Mr. Michael T. Calloway, (202) 502–8041, michael.calloway@ferc.gov.
- j. Deadline for filing comments, motions to intervene, and protests is June 15, 2015.

All documents may be filed electronically via the Internet. See, 18 CFR 385.2001(a)(1)(iii) and the instructions on the Commission's Web site at <http://www.ferc.gov/docs-filing/efiling.asp>. If unable to be filed electronically, documents may be paper-filed. To paper-file, an original and seven copies should be mailed to: Secretary, Federal Energy Regulatory Commission, 888 First Street NE., Washington, DC 20426. Commenters can submit brief comments up to 6,000 characters, without prior registration, using the eComment system at <http://www.ferc.gov/docs-filing/ecomment.asp>. You must include your name and contact information at the end of your comments.

Please include the project number (P–2677–028) on any comments, motions, or recommendations filed.

k. *Description of Request*: The licensee is requesting a three year extension of time, pursuant to Article 408 of the project license issued May 18, 2011, and Condition 9 of the Wisconsin section 401 Clean Water Certification, to build a new boat launch area on the southern shoreline of the Rapide Croche impoundment to include an access road, boat ramp, parking area, pier, and an

accessible ADA compliant fishing pier with signage and lighting. This request was made so the Wisconsin Department of Natural Resources can consider whether introducing invasive species via the boat ramp may lead them to amend the state water quality certification to remove the requirement to build a boat ramp.

l. *Locations of the Application*: A copy of the application is available for inspection and reproduction at the Commission's Public Reference Room, located at 888 First Street NE., Room 2A, Washington, DC 20426, or by calling 202–502–8371. This filing may also be viewed on the Commission's Web site at <http://www.ferc.gov/docs-filing/efiling.asp>. Enter the docket number excluding the last three digits in the docket number field to access the document. You may also register online at <http://www.ferc.gov/docs-filing/esubscription.asp> to be notified via email of new filings and issuances related to this or other pending projects. For assistance, call 866–208–3676 or email FERCOnlineSupport@ferc.gov, for TTY, call 202–502–8659. A copy is also available for inspection and reproduction at the address in item (h) above.

m. Individuals desiring to be included on the Commission's mailing list should so indicate by writing to the Secretary of the Commission.

n. *Comments, Protests, or Motions to Intervene*: Anyone may submit comments, a protest, or a motion to intervene in accordance with the requirements of Rules of Practice and Procedure, 18 CFR 385.210, .211, .214. In determining the appropriate action to take, the Commission will consider all protests or other comments filed, but only those who file a motion to intervene in accordance with the Commission's Rules may become a party to the proceeding. Any comments, protests, or motions to intervene must be received on or before the specified comment date for the particular application.

o. *Filing and Service of Responsive Documents*: Any filing must (1) bear in all capital letters the title “COMMENTS”; “PROTESTS”, or “MOTION TO INTERVENE” as applicable; (2) set forth in the heading the name of the applicant and the project number of the application to which the filing responds; (3) furnish the name, address, and telephone number of the person protesting or intervening; and (4) otherwise comply with the requirements of 18 CFR 385.2001 through 385.2005. All comments, motions to intervene, or protests must set forth their evidentiary

basis and otherwise comply with the requirements of 18 CFR 4.34(b). All comments, motions to intervene, or protests should relate to project works which are the subject of the extension of time. Agencies may obtain copies of the application directly from the applicant. A copy of any protest or motion to intervene must be served upon each representative of the applicant specified in the particular application. If an intervenor files comments or documents with the Commission relating to the merits of an issue that may affect the responsibilities of a particular resource agency, they must also serve a copy of the document on that resource agency. A copy of all other filings in reference to this application must be accompanied by proof of service on all persons listed in the service list prepared by the Commission in this proceeding, in accordance with 18 CFR 4.34(b) and 385.2010.

Dated: May 15, 2015.

Kimberly D. Bose,
Secretary.

[FR Doc. 2015–12465 Filed 5–21–15; 8:45 am]

BILLING CODE 6717–01–P

ENVIRONMENTAL PROTECTION AGENCY**[ER–FRL–9021–1]****Environmental Impact Statements; Notice of Availability**

Responsible Agency: Office of Federal Activities, General Information (202) 564–7146 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements

Filed 05/11/2015 Through 05/15/2015
Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search>.

EIS No. 20150131, Final, FHWA, TX, US
281, Review Period Ends: 06/22/2015,
Contact: Carlos Swonke 512 416–2734.

EIS No. 20150132, Draft Supplement, FTA, MN, Southwest Light Rail Transit (Metro Green Line Extension)
Comment Period Ends: 07/06/2015,
Contact: Maya Sarna 202–366–5811.

EIS No. 20150133, Draft, NRC, WI, Construction Permit for the SHINE

Medical Radioisotope Production Facility, Comment Period Ends: 07/06/2015, Contact: Michelle Moser 301-415-6509.

EIS No. 20150134, Final, USACE, CA, Encinitas-Solana Beach Coastal Storm Damage Reduction Project, Review Period Ends: 06/22/2015, Contact: Lee Ware 202-761-0523.

EIS No. 20150135, Draft, USFS, CA, King Fire Restoration, Comment Period Ends: 06/22/2015, Contact: Katy Parr 530-621-5203.

The U.S. Department of Agriculture's Forest Service requested and was granted approval to shorten the public comment period for this Draft EIS from 45 to 30 days, reflecting the President's Council on Environmental Quality (CEQ) alternative arrangement granted in accordance with 40 CFR 1506.11.

EIS No. 20150136, Final, USN, GU, Mariana Islands Training and Testing, Review Period Ends: 06/22/2015, Contact: Nora Macariola-See 808-472-1402.

Dated: May 19, 2015.

Cliff Rader,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2015-12508 Filed 5-21-15; 8:45 am]

BILLING CODE 6560-50-P

EXPORT-IMPORT BANK OF THE UNITED STATES

[Public Notice 2015-0009]

Application for Final Commitment for a Long-Term Loan or Financial Guarantee in Excess of \$100 Million: AP088934XX

AGENCY: Export-Import Bank of the United States.

ACTION: Notice.

SUMMARY: This Notice is to inform the public, in accordance with Section 3(c)(10) of the Charter of the Export-Import Bank of the United States ("Ex-Im Bank"), that Ex-Im Bank has received an application for final commitment for a long-term loan or financial guarantee in excess of \$100 million (as calculated in accordance with Section 3(c)(10) of the Charter). Comments received within the comment period specified below will be presented to the Ex-Im Bank Board of Directors prior to final action on this Transaction. Comments received will be made available to the public.

DATES: Comments must be received on or before May 29, 2015 to be assured of consideration before final consideration of the transaction by the Board of Directors of Ex-Im Bank.

ADDRESSES: Comments may be submitted through Regulations.gov at WWW.REGULATIONS.GOV. To submit a comment, enter *EIB-2015-0009* under the heading "Enter Keyword or ID" and select Search. Follow the instructions provided at the Submit a Comment screen. Please include your name, company name (if any) and *EIB-2015-0009* on any attached document.

Reference: AP088934XX.

* This notice is a continuation of the posting of the notice FR Doc. 2015-10250 published on May 4, 2015 to extend the comment period to May 29, 2015.

Purpose and Use:

Brief description of the purpose of the transaction: To support the export of U.S.-manufactured commercial aircraft to the United Arab Emirates.

Brief non-proprietary description of the anticipated use of the items being exported: To be used for passenger air service between the United Arab Emirates and other countries.

To the extent that Ex-Im Bank is reasonably aware, the items being exported may be used to produce exports or provide services in competition with the exportation of goods or provision of services by a United States industry.

Parties:

Principal Suppliers: The Boeing Company

Obligor: Emirates Airline

Guarantor(s): N/A

Description of Items Being Exported:

Boeing 777 aircraft

Information on Decision: Information on the final decision for this transaction will be available in the "Summary Minutes of Meetings of Board of Directors" on <http://exim.gov/newsandevents/boardmeetings/board/>.

Confidential Information: Please note that this notice does not include confidential or proprietary business information; information which, if disclosed, would violate the Trade Secrets Act; or information which would jeopardize jobs in the United States by supplying information that competitors could use to compete with companies in the United States.

Lloyd Ellis,

Program Specialist, Office of the General Counsel.

[FR Doc. 2015-12421 Filed 5-21-15; 8:45 am]

BILLING CODE 6690-01-P

EXPORT-IMPORT BANK OF THE U.S.

[Public Notice 2015-6001]

Agency Information Collection Activities: Comment Request

AGENCY: Export-Import Bank of the U.S.

ACTION: Submission for OMB review and comments request.

Title: EIB 15-01, Generic Clearance for the Collection of Feedback on Electronic Interfaces with Customers

SUMMARY: The Export-Import Bank of the United States (Ex-Im Bank), as a part of its continuing effort to reduce paperwork and respondent burden, conducts a pre-clearance consultation program to provide the general public and Federal Agencies with an opportunity to comment on proposed information collections, as required by the Paperwork Reduction Act of 1995.

Ex-Im Bank is soliciting comments on the following proposed Generic Information Collection Request (Generic ICR): "Generic Clearance for the Collection of Qualitative Feedback on Electronic Interfaces with Customers" for approval under the Paperwork Reduction Act. This collection was developed as an effort to streamline the process for seeking feedback from the public on the electronic interfaces (Web site and online application systems) used by Ex-Im Bank customers. This notice announces our intent to submit this collection to OMB for approval and solicits comments on specific aspects for the proposed information collection.

DATES: Comments should be received on or before June 22, 2015, to be assured of consideration.

ADDRESSES: Comments may be submitted electronically on <http://www.regulations.gov> or by mail to Michele Kuester, Export-Import Bank of the United States, 811 Vermont Ave. NW., Washington, DC 20571.

SUPPLEMENTARY INFORMATION:

Title: EIB 15-01, Generic Clearance for the Collection of Feedback on Electronic Interfaces with Customers.

OMB Number: TBD.

Type of Review: New.

Need and Use: This is a request for a new three-year generic clearance for the Export-Import Bank of the United States (Ex-Im Bank) that will allow it to develop, test and improve its digital customer interfaces—including on-line applications for financing support, other on-line reporting, and the agency's Web site. The procedures used to this effect include, but are not limited to, tests of various interfaces through focus groups, cognitive testing, web-based experiments and usability testing.



Minnesota Environmental Quality Board

Publication Date May 25, 2015
Vol. 39, No. 11

Next Publication: June 8, 2015
Submittal Deadline: June 1, 2015 **Submit to**
EQB.Monitor@state.mn.us



CORRECTION: This bulletin includes a corrected date for accepting public comments on the Southwest Light Rail Transit Supplemental Draft Environmental Impact Statement (SDEIS).

The EQB has transitioned to a new electronic notification system called GovDelivery. Add MNEQB@public.govdelivery.com to your address book or safe sender list. Manage your subscription.

Check the [EQB Calendar](#) for Monitor deadlines and Board meetings. Meeting minutes, agendas and additional notices are also posted on the [EQB website](#).

- [Environmental Assessment Worksheets](#)
- [Environmental Impact Statement Need Decisions](#)
- [Scoping Environmental Assessment Worksheet and Draft Environmental Impact Statement Scoping Document](#)
- [Supplemental Draft Environmental Impact Statement](#)
- [Notices](#)

Environmental Assessment Worksheets

Comment Deadline: June 24, 2015

Project Title: Chambers' Grove Aquatic Habitat Enhancement Project

Project Description: The Minnesota Department of Natural Resources (MDNR) intends to use natural channel design techniques to enhance spawning habitat for Lake Superior migratory fish species, particularly lake sturgeon, by constructing three riffle features about 1.4 miles below the Fond du Lac Dam on the St. Louis River in Duluth, Minnesota. Project will include removing an engineered retaining wall along the shoreline and naturalizing the bank with vegetation. Designs will include access features planned by the City of Duluth. This project supports the Lower St. Louis River Area of Concern Remedial Action Plan.

MDNR will accept written comments on the Environmental Assessment Worksheet (EAW) during the public review and comment period, which concludes Wednesday, June 24, 2015, at 4:30 p.m.

Written comments should be submitted to Ronald Wieland, EAW Project Manager, Environmental Policy and Review Unit, Division of Ecological and Water Resources, Department of Natural Resources, 500 Lafayette Road, St. Paul, MN, 55155-4025. Electronic

or e-mail comments may be sent to Environmentalrev.dnr@state.mn.us with "Chambers' Grove EAW" in the subject line. If submitting comments electronically, include name and mailing address. Written comments may also be sent by fax to (651) 296-1811.

A copy of the EAW is available for public review at:

- DNR Library, 500 Lafayette Road, St. Paul
DNR Northeast Region, 1201 East Highway 2, Grand Rapids
Minneapolis Central Library, Government Documents, 2nd Floor, 300 Nicollet Mall.
Duluth Public Library, 520 W. Superior St., Duluth.

The EAW is also posted on the MDNR's website. The URL will be <http://www.dnr.state.mn.us/input/environmentalreview/chambers-grove/index.html>

Additional copies may be requested by calling (651) 259-5157.

RGU: Minnesota Department of Natural Resources

Contact Person: Ronald Wieland, Project Manager
Environmental Policy and Review Unit
Minnesota Department of Natural Resources
500 Lafayette Rd
St. Paul, MN 55155-4025
Fax: 651-296-1811
environmentalrev.dnr@state.mn.us

Project Title: Interstate 94/Highway 75 Interchange Reconstruction Project

Project Description: The Minnesota Department of Transportation (MnDOT) is planning to reconstruct the TH 75/I-94 interchange in the City of Moorhead, including the construction of auxiliary lanes on I-94 between Hwy 75 and 20th Street. TH 75 is proposed to be resurfaced and widened from 24th Avenue South to 35th Avenue South.

The EAW provides information regarding the project's environmental setting, the potential for environmental impacts and proposed mitigation measures for potential impacts. It will be available to view during business hours at the following locations:

- Minnesota Department of Transportation District 4, 1000 Highway 10 West, Detroit Lakes
Moorhead Public Library, 118 5th Street South, Moorhead
Fergus Falls Public Library, 205 E Hampden, Fergus Falls
Hennepin County Library, 300 Nicollet Mall, Minneapolis

A public hearing regarding the EAW will be held on June 16 from 5 to 7:30 p.m. at the Courtyard by Marriott Hotel and Conference Center, 1080 28th Avenue South, Moorhead, MN. Members of the public are welcome to share comments at the hearing or send them directly to the MnDOT project engineer.

The document can also be accessed from the following website:
<http://www.dot.state.mn.us/d4/projects/moorhead/>

To request the document in an alternate format please contact Janet Miller at 651-366-4720 or 1-800-657-3774 (Greater Minnesota), 711 or 1-800-627-3529 (Minnesota Relay). You also may send an email to ADArequest.dot@state.mn.us.

Supplemental Draft Environmental Impact Statement

CORRECTION: Comment Deadline: July 6, 2015

Project Title: Southwest Light Rail Transit (METRO GreenLine Extension)

Project Description: The Supplemental Draft Environmental Impact Statement (EIS) describes the transportation and environmental impacts associated with the construction of the approximately 16-mile Southwest Light Rail Transit (LRT) (METRO Green Line Extension) project as an extension of the METRO Green Line (Central Corridor LRT). The Southwest LRT would operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina.

The Supplemental Draft EIS augments the information and analyses provided in the Southwest Transitway Draft EIS, focusing on design adjustments that may result in new significant adverse impacts of the proposed project since publication of the Draft EIS in October 2012. The following three areas are analyzed in the limited-scope Supplemental Draft EIS: (1) adjustments to the proposed light rail alignment and station improvements in a segment in Eden Prairie, generally between the intersections of Technology Drive and Mitchell Road and of Flying Cloud Drive and Valley View Road; (2) the location of a proposed OMF in Hopkins; and (3) adjustments to proposed light rail and freight rail alignments and LRT stations in a segment in St. Louis Park and Minneapolis, generally between Louisiana Avenue South and Penn Avenue South. This Supplemental Draft EIS also updates the project's Draft Section 4(f) Evaluation that was included in the project's Draft EIS. This update reflects: 1) design adjustments to the LPA identified by the Council in April and July 2014; 2) preliminary findings of effect made by FTA as part of the project's Section 106 assessment of historical and archaeological resources; 3) continued consultation with officials with jurisdiction for Section 4(f) protected properties; and 4) revised preliminary determinations for Section 4(f) protected properties, including preliminary non-de minimis and de minimis use determinations and temporary occupancy exception determinations.

Documents Available for Public Review

The Supplemental Draft EIS is available for review online at <http://metro council.org/swlrt/sdeis>. Hard copies of the Supplemental Draft EIS are available for public review at the following locations:

- **Eden Prairie City Hall:** 8080 Mitchell Road, Eden Prairie, MN 55344
- Eden Prairie Public Library:** 565 Prairie Center Drive, Eden Prairie, MN 55344
- Minnetonka City Hall:** 14600 Minnetonka Blvd, Minnetonka, MN 55345
- Minnetonka Public Library:** 17524 Excelsior Blvd, Minnetonka, MN 55345
- Hopkins City Hall:** 1010 First Street South, Hopkins, MN 55343
- Hopkins Public Library:** 22 Eleventh Avenue North, Hopkins, MN 55343
- Edina City Hall:** 4801 West 50th Street, Edina, MN 55424
- St. Louis Park City Hall:** 5005 Minnetonka Blvd, St. Louis Park, MN 55416
- St. Louis Park Public Library:** 3240 Library Lane, St. Louis Park, MN 55426
- Southwest LRT Project Office:** 6465 Wayzata Blvd., Suite 500, St. Louis Park, MN 55426
- Minneapolis City Hall:** City Engineer's Office, 350 South Fifth Street, Room 203, Minneapolis, MN 55414
- Minneapolis Central Library:** 300 Nicollet Mall, Minneapolis, MN
- Walker Public Library:** 2880 Hennepin Avenue, Minneapolis, MN 55408
- Linden Hills Public Library:** 2900 West 43rd Street, Minneapolis, MN 55410
- Sumner Public Library:** 611 Van White Memorial Blvd., Minneapolis, MN 55411
- Franklin Public Library:** 1314 East Franklin Avenue, Minneapolis, MN 55404

- **Metropolitan Council Library:** 390 Robert Street North, St. Paul, MN 55101
Minnesota Department of Transportation Library: 395 John Ireland Blvd., St. Paul, MN 55155
Minnesota Legislative Reference Library: 645 State Office Building, 100 Rev. Dr. Martin Luther King, Jr. Blvd. St. Paul, MN 55155

Comment Period, Public Hearings and Instructions for Commenting

Comments on the Supplemental Draft EIS will be accepted from May 22 through July 6, 2015. Comments can be submitted by three methods:

Email: Written comments can be submitted to SWLRT@metrotransit.org

- U.S. Mail: Nani Jacobson Assistant Director, Environmental and Agreements
Metro Transit - Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426

Public Hearings: Formal testimony at one of three public hearings in June. The public hearings will each be preceded by an open house, where people can learn more about the Southwest LRT Project and the Supplemental Draft EIS.

Public open houses and hearings on the Supplemental Draft EIS are scheduled as follows:

Tuesday, June 16, 2015: Hopkins Center for the Arts
1111 Mainstreet
Hopkins, MN 55343
Open House: 5:00 PM
Public Hearing: 6:00 PM

Wednesday, June 17, 2015: Eden Prairie City Hall
8080 Mitchell Road
Eden Prairie, MN 55344
Open House: 5:00 PM
Public Hearing: 6:00 PM

Thursday, June 18, 2015: Dunwoody College of Technology
818 Dunwoody Blvd
Minneapolis, MN 55403
Open House: 5:00 PM
Public Hearing: 6:00 PM

Translation services for non-English speakers and ADA accommodations will be provided on request. To request translation or ADA accommodations, please contact Dan Pfeiffer, Southwest LRT Assistant Public Involvement Manager, at 612-373-3897 or Daniel.pfeiffer@metrotransit.org at least five days prior to the hearing.

RGU: Metropolitan Council

Contact Person: Nani Jacobson, Assistant Director
Environmental and Agreements
Metro Transit - Southwest LRT Project Office
6465 Wayzata Blvd, Suite 500
St. Louis Park, MN 55426
612-373-3803
nani.jacobson@metrotransit.org

How to Comment on the Supplemental Draft EIS

JUNE 2015

Comments on the Supplemental Draft EIS will be accepted through July 21, 2015.

Following the close of the comment period, the Federal Transit Administration (FTA) and the Metropolitan Council will consider all comments submitted and will provide responses to substantive comments in the Final EIS.

There are several ways to comment on the Supplemental Draft EIS:

- Use the online comment form at <http://metro council.org/swlrt/sdeis/comment>

- Speak in person at one of the public hearings

Individuals will be allotted two minutes to speak; those representing groups will be allotted three minutes. Locations and times of public hearings are listed at far right.

- Submit written comments at a public hearing

Comment forms will be provided, or you can bring your written comments to the hearing.

- Send written comments by email to: swlrt@metrotransit.org

- Send written comments by mail to:
Nani Jacobson
Assistant Director, Environmental and Agreements
Metro Transit – Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426

The Supplemental Draft EIS and appendices are available from the Southwest LRT Project website at:

<http://metro council.org/swlrt/sdeis>

Printed copies are available for public review at several locations:

Eden Prairie City Hall
8080 Mitchell Road
Eden Prairie, MN 55344

Eden Prairie Public Library
565 Prairie Center Drive
Eden Prairie, MN 55344

Minnetonka City Hall
14600 Minnetonka Blvd.
Minnetonka, MN 55345

Minnetonka Public Library
17524 Excelsior Blvd.
Minnetonka, MN 55345

Hopkins City Hall
1010 First Street South
Hopkins, MN 55343

Hopkins Public Library
22 Eleventh Avenue North
Hopkins, MN 55343

Edina City Hall
4801 West 50th Street
Edina, MN 55424

St. Louis Park City Hall
5005 Minnetonka Blvd.
St. Louis Park, MN 55416

St. Louis Park Public Library
3240 Library Lane
St. Louis Park, MN 55426

Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426

Minneapolis City Hall
City Engineer's Office
350 South Fifth Street, Room 203
Minneapolis, MN 55414

Minneapolis Central Library
300 Nicollet Mall
Minneapolis, MN 55401

Linden Hills Public Library
2900 West 43rd Street
Minneapolis, MN 55410

Sumner Public Library
611 Van White Memorial Blvd.
Minneapolis, MN 55411

Franklin Public Library
1314 East Franklin Avenue
Minneapolis, MN 55404

Walker Public Library
2880 Hennepin Avenue
Minneapolis, MN 55408

Metropolitan Council Library
390 Robert Street North
St. Paul, MN 55101

MnDOT Transportation Library
395 John Ireland Blvd.
St. Paul, MN 55155

Minn. Legislative Reference Library
645 State Office Building
100 Rev. Dr. Martin Luther King, Jr. Blvd.
St. Paul, MN 55155

PUBLIC HEARING SCHEDULE

Hopkins Center for the Arts

1111 Mainstreet, Hopkins

Tuesday, June 16, 2015

Open House: 5:00 p.m.

Public Hearing: 6:00 p.m.

Eden Prairie City Center

8080 Mitchell Road, Eden Prairie

Wednesday, June 17, 2015

Open House: 5:00 p.m.

Public Hearing: 6:00 p.m.

Dunwoody College of Technology

818 Dunwoody Boulevard, Minneapolis

Thursday, June 18, 2015

Open House: 5:00 p.m.

Public Hearing: 6:00 p.m.

To request documents in an alternative format, please contact the Southwest LRT Project Office by phone at 612-373-3800 or email swlrt@metrotransit.org.

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Notice of Availability of Southwest Light Rail Transit Project Amended Draft Section 4(f) Evaluation**

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of availability and request for comments on the Southwest Light Rail Transit Project Amended Draft Section 4(f) Evaluation.

SUMMARY: This notice announces the availability of the Southwest Light Rail Transit (LRT) Project Amended Draft Section 4(f) Evaluation, which includes preliminary Section 4(f) *de minimis* impact determinations for two newly identified Section 4(f) properties.

DATES: By this notice, FTA requests that comments to the Amended Draft Section 4(f) Evaluation must be received by February 25, 2016.

FOR FURTHER INFORMATION CONTACT: Kathryn Loster, FTA Regional Counsel at (312) 353-3869, kathryn.loster@dot.gov; Maya Sarna, FTA Office of Environmental Programs at (202) 366-5811, maya.sarna@dot.gov. Comments may be submitted to Nani Jacobson, Assistant Director, Environmental and Agreements, Metro Transit-Southwest LRT Project Office, 6465 Wayzata Boulevard, Suite 500, St. Louis Park, MN 55426 or via email at swlrtl@metrotransit.org.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FTA is releasing an Amended Draft Section 4(f) Evaluation (Amended Evaluation) for the Southwest LRT Project (Project), evaluating two additional Section 4(f) properties in the City of Minnetonka, Minnesota.

Federal Lead Agency: FTA.

Project Sponsor: Metropolitan Council.

Project Description: The proposed project is a 14.5-mile light rail transit service that would connect downtown Minneapolis to the southwestern region of the metropolitan area through the cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, Minnesota. The Amended Evaluation includes FTA's preliminary determination of *de minimis* impact on two park properties located within the City of Minnetonka, Minnesota. Pursuant to 23 CFR 774.5, FTA requests public and agency comments only on the two properties discussed in Amended Evaluation. Comments received on the Amended Evaluation and the preliminary Section 4(f) *de minimis* impact determinations will be

included, and responded to, in the Project's Final EIS, which will include the Southwest LRT Final Section 4(f) Evaluation.

To obtain a copy of the Amended Evaluation, please visit the Project's Web site at www.swlrtl.org or by request by contacting Nani Jacobson at swlrtl@metrotransit.org or Maya Sarna at maya.sarna@dot.gov.

Authority: 49 U.S.C. 303.

Issued on: January 11, 2016.

Marisol Simon,

Regional Administrator, FTA, Chicago, Illinois.

[FR Doc. 2016-267 Filed 1-8-16; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket No. NHTSA-2015-0121]

Developing Evidence Based Fatigue Risk Management Guidelines for Emergency Medical Services

AGENCY: National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: The National Highway Traffic Safety Administration (NHTSA) is announcing a meeting that will be held in Washington, DC on February 2nd, 2016 to announce a new initiative and accept comments from the public about the development of voluntary evidence-based guidelines (EBGs) for fatigue risk management tailored to the Emergency Medical Services (EMS) occupation. The meeting will include presentations by NHTSA and the project team. These presentations will address the following: (1) A brief overview of the potential dangers of drowsy and fatigued driving and the work of EMS practitioners, including the risk of traffic crashes and providing patient care; (2) a summary of the project goals and methods for coming to consensus on EBG fatigue risk management guidelines, (3) the plan for dissemination of EBGs, and (4) additional project related activities and information. Due to space limitations, attendance at the meeting is limited to invited participants and those who register in advance. Time for comment and questions from attendees will be included. Written comments can also be made on <http://www.regulations.gov>.

DATES: The meeting will be held on February 2nd, 2016 from 8:00 a.m. to 12:00 p.m.

ADDRESSES: The meeting will be held in the Conference Center of the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Dr. J. Stephen Higgins, Telephone: 202-366-3976; email address: james.higgins@dot.gov.

SUPPLEMENTARY INFORMATION: The National Highway Traffic Safety Administration (NHTSA) is announcing a meeting that will be held in Washington, DC on February 2nd, 2016 to announce a new initiative and accept comments from the public about the development of voluntary evidence-based guidelines (EBGs) for fatigue risk management tailored to the EMS occupation. This initiative (<http://www.ems.gov/pdf/nemsac/2013/NEMSAC-AdvisoryFatigueJan2013.pdf>) was started at the behest of the National Emergency Medical Services Advisory Committee (NEMSAC), a congressionally authorized Federal Advisory Committee; sponsored by NHTSA; and the work performed by the National Association of State EMS Officials (NASEMSO). The fatigue risk management guidelines for the EMS community will be developed by an interdisciplinary team of sleep and fatigue scientists, Evidence Based Guideline (EBG) development specialists, and experts in emergency medicine and EMS. Final results and dissemination are expected within the next two years. The evidence based fatigue risk management guidelines will be widely disseminated across the EMS community through publications, presentations, and at national stakeholder meetings.

The meeting will be attended by members of the project team, the EBG panel, members of the public, and members of the EMS community. The meeting will begin with short presentations by NHTSA staff and the project team discussing the dangers of drowsy and fatigued driving and work, a summary of the project goals and methods for coming to consensus on the guidelines, the eventual dissemination of the guidelines, and additional project related activities. A majority of the time in the meeting will be set aside to accept questions and comments from the registered attendees after the brief initial presentations. This is to ensure that the voluntary fatigue risk management guidelines will address the needs of the entire and diverse EMS community. Due to space limitations, attendance at the meeting is limited to invited participants and those who register in advance. All attendees must bring



Minnesota Environmental Quality Board

Publication Date: January 11, 2016
Vol. 40, No. 2

Next Publication (8:00 AM): January 18, 2016
Submittal Deadline (4:00 PM): January 11, 2016
Use the [EQB Monitor Submission Form](#)
View the [2016 EQB Monitor Schedule](#)

Changes are coming to the EQB *Monitor*!

- The EQB *Monitor* has now switched to a weekly publication schedule. Submissions will be due for the *Monitor* **by 4:00 pm on the Monday** one week prior to the intended publication date. Please see the [2016 EQB Monitor Schedule](#) for additional details.
- The EQB *Monitor* submission process is moving towards an **entirely electronic format**. The [EQB Monitor submission form](#) has been updated to standardize the submission process while also capturing more information regarding environmental review. We strongly encourage the use of the online submission form to submit notices to the EQB *Monitor*.

- [Notice](#)

Notice

Southwest Light Rail Transit Project Amended Draft Section 4(f) Evaluation Available

Comment Deadline: February 25, 2016

Project Title: Southwest Light Rail Transit

Project Description: The proposed project is a 14.5-mile light rail transit service that would connect downtown Minneapolis to the southwestern region of the metropolitan area through the cities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, Minnesota. The Amended Evaluation includes Federal Transit Administration's (FTA's) preliminary determination of de minimis impact on two park properties located within the City of Minnetonka, Minnesota. Pursuant to 23 CFR § 774.5, FTA requests public and agency comments only on the two properties discussed in Amended Evaluation. Comments received on the Amended Evaluation and the preliminary Section 4(f) de minimis impact determinations will be included, and responded to, in the Project's Final EIS, which will include the Southwest LRT Final Section

4(f) Evaluation.

Summary: This notice announces the availability of the Southwest Light Rail Transit (LRT) Project Amended Draft Section 4(f) Evaluation. The Amended Draft Section 4(f) Evaluation provides additional information on the Project's Section 4(f) properties and determinations since publication of the Project's Draft Section 4(f) Evaluation Update. The Draft Section 4(f) Evaluation Update was published in May 2015 within the Southwest LRT Project Supplemental Draft Environmental Impact Statement (EIS). The Amended Draft Section 4(f) Evaluation provides preliminary Section 4(f) de minimis impact determinations for two newly identified Section 4(f) properties in Minnetonka, Minnesota (i.e., Unnamed Open Space B and the Opus development area trail network); the FTA is only seeking comment on these two newly identified preliminary determinations.

Documents Available for Public Review:

The Amended Draft Section 4(f) Evaluation is available for review online at www.swlrt.org. Hard copies of the Amended Draft Section 4(f) Evaluation are available for public review at the following locations:

- **Southwest LRT Project Office:** 6465 Wayzata Blvd., Suite 500, St. Louis Park, MN 55426
- **Minnetonka City Hall:** 14600 Minnetonka Blvd, Minnetonka, MN 55345
- **Minnetonka Public Library:** 17524 Excelsior Blvd, Minnetonka, MN 55345
- **Metropolitan Council Library:** 390 Robert Street North, St. Paul, MN 55101
- **Minnesota Department of Transportation Library:** 395 John Ireland Blvd., St. Paul, MN 55155
- **Minnesota Legislative Reference Library:** 645 State Office Building, 100 Rev. Dr. Martin Luther King, Jr. Blvd. St. Paul, MN 55155

To obtain a copy of the Amended Evaluation, please visit the Project's website at www.swlrt.org or by request by contacting Nani Jacobson at swlrt@metrotransit.org or Maya Sarna at maya.sarna@dot.gov.

Comment Period and Instructions for Commenting:

Comments on the Amended Draft Section 4(f) Evaluation will be accepted between January 11, 2016 through February 25, 2016. Comments may be submitted to Nani Jacobson, Assistant Director, Environmental and Agreements, Metro Transit-Southwest LRT Project Office, 6465 Wayzata Boulevard, Suite 500, St. Louis Park, MN 55426 or via email at swlrt@metrotransit.org.

For Further Information Contact: Kathryn Loster, FTA Regional Counsel at (312) 353-3869, kathryn.loster@dot.gov; Maya Sarna, FTA Office of Environmental Programs at (202) 366-5811, maya.sarna@dot.gov.

Federal Lead Agency: Federal Transit Administration

Project Sponsor: Metropolitan Council

Other Public Meetings

PUBLIC OPEN HOUSES

Operation and Maintenance Facility Site Selection

The Southwest LRT (Green Line Extension) Project will host three public open houses in May to hear public feedback on a short list of potential locations for the Project's Operation and Maintenance Facility (OMF).

LOCATIONS & TIMES:

May 13 5:00–7:00 P.M.*

Eden Prairie City Center, Heritage Rooms
8080 Mitchell Road, Eden Prairie

* This open house is being held concurrently with Hennepin County's Transitional Station Area Action Plan meeting at the same location. Visit www.southwesttransitway.org for details.

May 15 4:30–7:30 P.M.

Southwest LRT Project Office
Park Place West Building
6465 Wayzata Blvd, Suite 500, St. Louis Park

May 22 4:30–7:30 P.M.

Hopkins Center for the Arts, Jaycees Studio
1111 Mainstreet, Hopkins

Any individual who requires assistance to participate should contact Southwest LRT Community Outreach Coordinator Dan Pfeiffer, daniel.pfeiffer@metrotransit.org or 612-373-3897. Requests for special assistance should be made seven business days in advance of the scheduled open house.

The facility will house 180 permanent jobs for train operators, skilled mechanics, maintenance personnel and support staff.

At the OMF, light rail vehicles will be cleaned, stored and receive light maintenance.



Above: The Franklin Operation and Maintenance Facility, serving the Blue Line (Hiawatha LRT), features on-site parking for staff and fully enclosed storage areas for light rail vehicles.

To learn more about the
Green Line Extension Project, visit
www.swlrt.org

PUBLIC OPEN HOUSE & COMMUNITY MEETING

Operation and Maintenance Facility Site Selection

The Southwest LRT (Green Line Extension) Project will host three public open houses in May to hear public feedback on a short list of potential locations for the Project's Operation and Maintenance Facility (OMF).

May 22 Hopkins Center for the Arts

(Jaycees Studio)

1111 Mainstreet, Hopkins

Public Open House: 4:30 – 7:30 P.M.

Hopkins Community Meeting: 6:00 – 7:00 P.M.

The facility will house 180 permanent jobs for train operators, skilled mechanics, maintenance personnel and support staff.

At the OMF, light rail vehicles will be cleaned, stored and receive light maintenance.

ADDITIONAL OPEN HOUSES WILL BE HELD:

May 13 5:00 – 7:00 P.M.*

Eden Prairie City Center, Heritage Rooms

8080 Mitchell Road, Eden Prairie

* This open house is being held concurrently with Hennepin County's Transitional Station Area Action Plan meeting at the same location. Visit www.southwesttransitway.org for details.

May 15 4:30 – 7:30 P.M.

Southwest LRT Project Office

Park Place West Building

6465 Wayzata Blvd, Suite 500, St. Louis Park

Any individual who requires assistance to participate should contact Southwest LRT Community Outreach Coordinator Dan Pfeiffer, daniel.pfeiffer@metrotransit.org or 612-373-3897. Requests for special assistance should be made seven business days in advance of the scheduled open house.



Above: The Franklin Operation and Maintenance Facility, serving the Blue Line (Hiawatha LRT), features on-site parking for staff and fully enclosed storage areas for light rail vehicles.

To learn more about the
Green Line Extension Project, visit
www.swlrt.org



PUBLIC OPEN HOUSES

Freight Rail Issues

The Southwest LRT (Green Line Extension) Project will host two public open houses June 13, 2013, on engineering concepts for resolving the location of freight rail in the design of the Southwest LRT (Green Line Extension) project.

LOCATION & TIMES:

June 13 8:00–9:30 A.M.
4:30–7:00 P.M.

Benilde-St. Margaret's School
Commons Cafeteria
2501 Highway 100 South, St. Louis Park
(www.bsmschool.org)

The concepts explore various possibilities for co-locating freight and LRT tracks in Minneapolis, as well as options to reroute freight rail traffic in St. Louis Park to make way for LRT tracks. The relocation concepts to be presented will be different than the one described in the Draft Environmental Impact Statement (DEIS).

See map of concepts on reverse side.

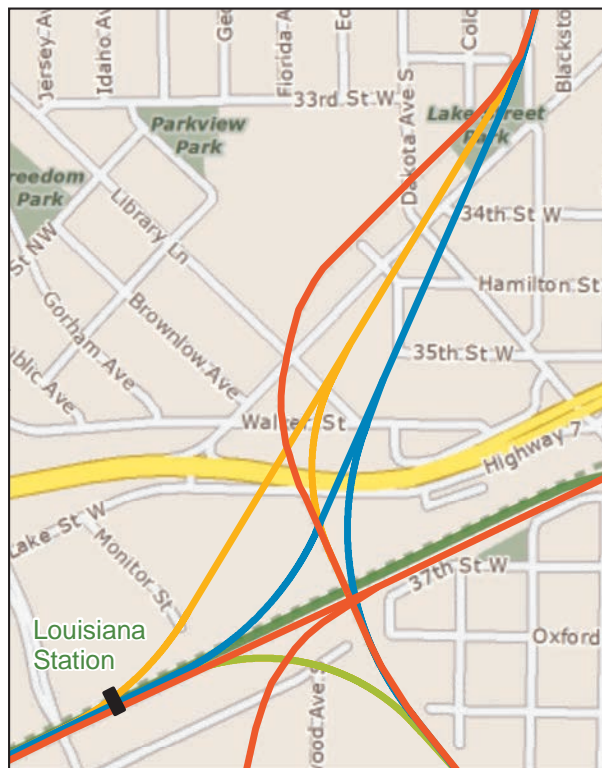
Any individual who requires assistance to participate should contact Southwest LRT Community Outreach Coordinator Sophia Ginis, Sophia.Ginis@metrotransit.org or 612-373-3895. Requests for special assistance should be made seven business days in advance of the scheduled open house.

Both co-location and relocation options would have impacts on residences and businesses, including the freight railroads. The goal is to choose one option and design it in a way that is safe and operationally efficient for both LRT and the freight railroads and cost effective.

Public input at open houses will be summarized and shared with project engineers as they advance the designs. The feedback also will be shared with members of the project's business and community advisory committees, the Corridor Management Committee and the Metropolitan Council to help them understand the issues around co-location and relocation as they provide input.

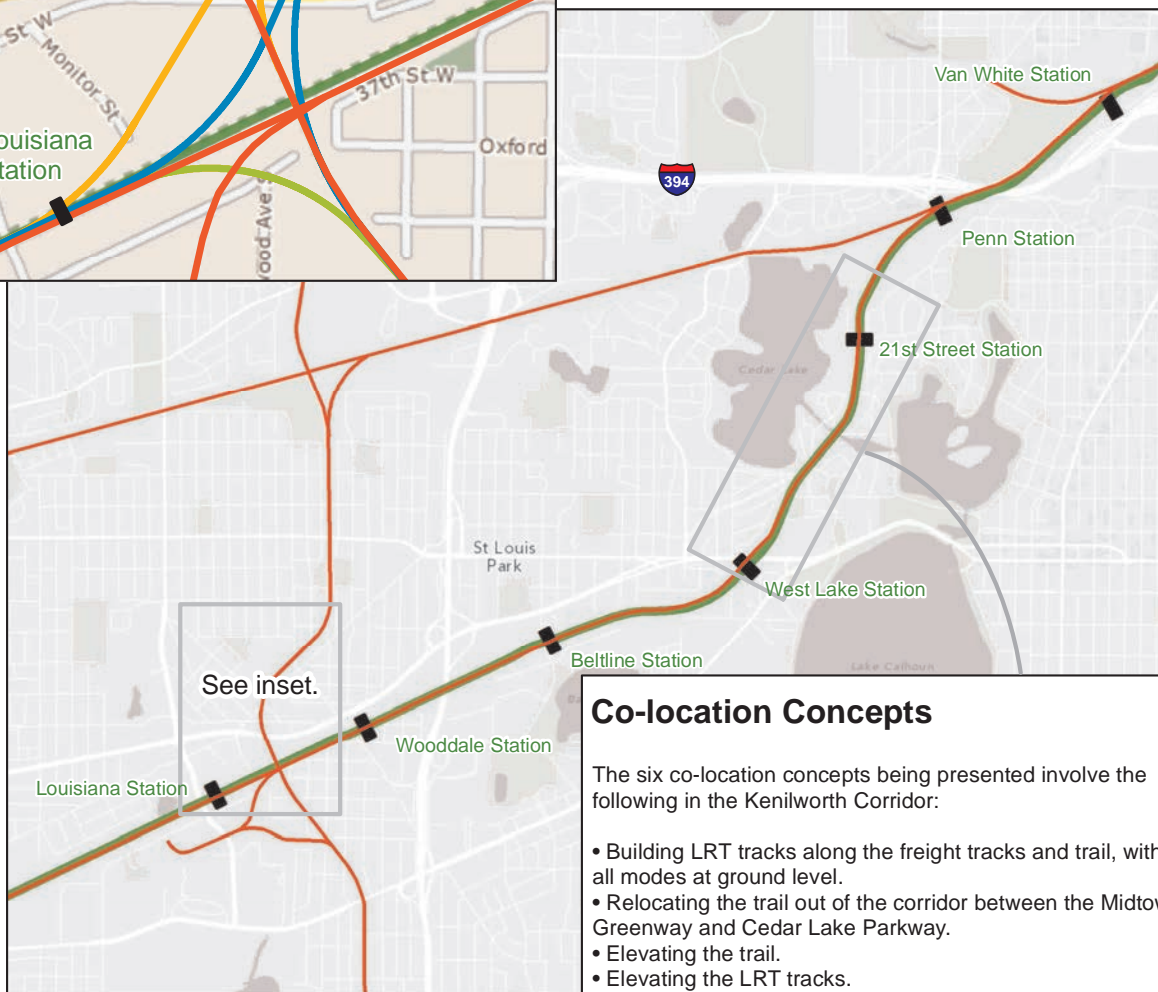
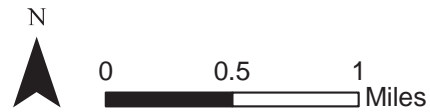
Additional open houses later in June will cover stations and other project elements. Cost impacts of the co-location and relocation concepts will be developed and presented in midsummer.

To learn more about the
Green Line Extension Project, visit
www.swlrt.org



Relocation Concepts

- Existing Freight Rail
- Brunswick West
- Brunswick Central
- Southern Connection
- Proposed LRT Route



Co-location Concepts

The six co-location concepts being presented involve the following in the Kenilworth Corridor:

- Building LRT tracks along the freight tracks and trail, with all modes at ground level.
- Relocating the trail out of the corridor between the Midtown Greenway and Cedar Lake Parkway.
- Elevating the trail.
- Elevating the LRT tracks.
- Building a shallow tunnel for LRT tracks.
- Building deep twin tunnels, with one tunnel for each LRT track.

PUBLIC OPEN HOUSES

Light Rail Station Locations

The Southwest LRT (Green Line Extension) Project will host six open houses in June for the public to learn about, and provide feedback on, proposed locations for all 17 proposed stations.

LOCATIONS & TIMES:

The public is encouraged to attend the open houses held in the city where they live.

MINNEAPOLIS – All Stations

June 17 8–9:30 a.m.

Metro Transit's Fred T. Heywood Office Building,
560 Sixth Ave N, Minneapolis
(<http://goo.gl/maps/uDQZG>).

June 17 4:30–7 p.m.

Harrison Recreation Center, 503 Irving Ave. N,
Minneapolis (<http://goo.gl/maps/UHtBP>).

June 24 4:30–7 p.m.

Kenwood Community Center,
2101 Franklin Ave. W, Minneapolis.
(<http://goo.gl/maps/oguGh>).

ST. LOUIS PARK – All Stations

June 20 4:30–7 p.m.

Beth El Synagogue, 5224 W 26th St.,
St. Louis Park (<http://goo.gl/maps/aRVEP>).

MINNETONKA/HOPKINS – All Stations

June 18 4:30–7 p.m.

Hopkins Center for the Arts, 1111 Mainstreet,
Hopkins (<http://goo.gl/maps/oG0SK>).

EDEN PRAIRIE – All Stations

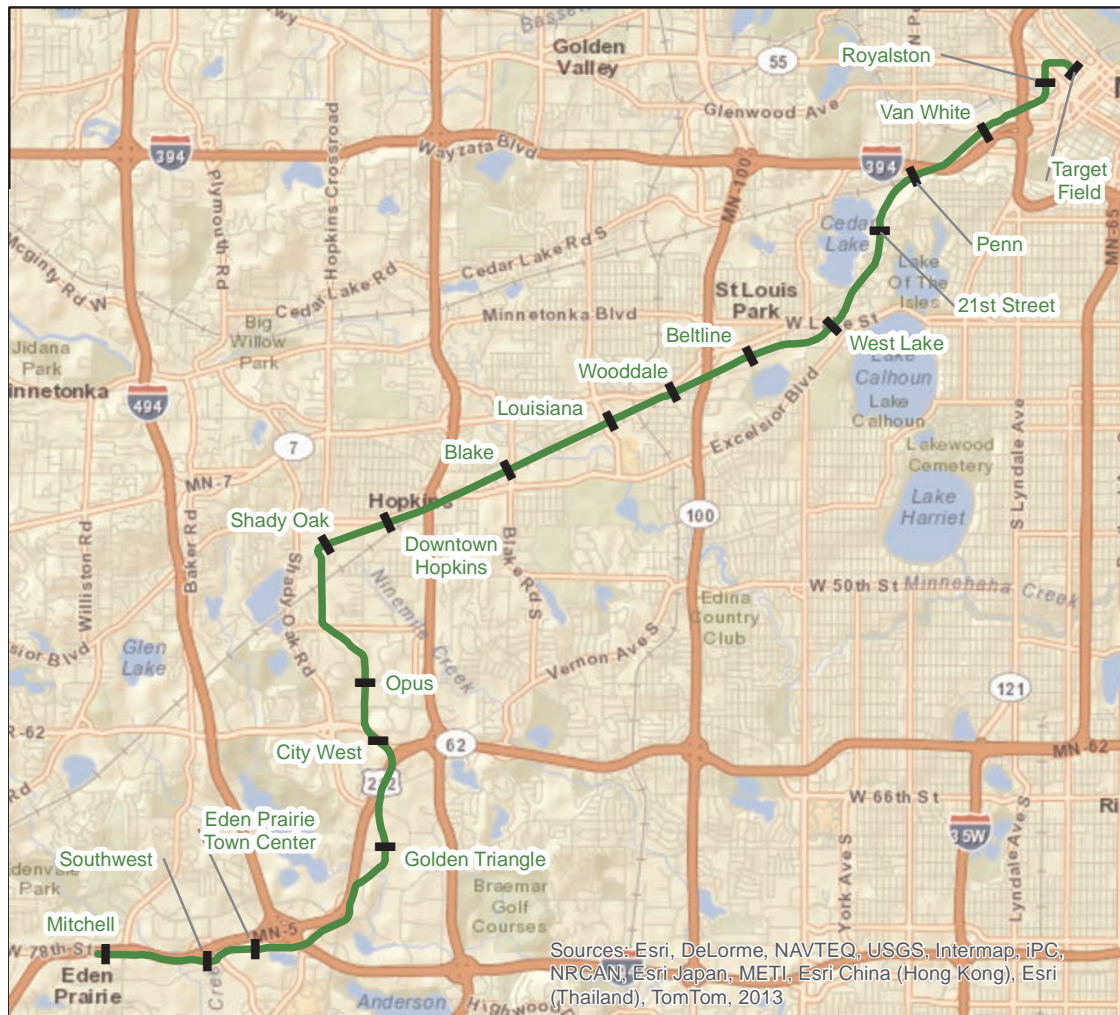
June 26 4:30–7 p.m.

Eden Prairie City Center, 8080 Mitchell Rd.,
Eden Prairie (<http://goo.gl/maps/zpK5l>).

Any individual who requires assistance to participate should contact Southwest LRT Community Outreach Coordinator Daren Nyquist, Daren.Nyquist@metrotransit.org or 612-373-3894. Requests for special assistance should be made seven business days in advance of the scheduled open house.

See map of proposed station locations on reverse side.

To learn more about the
Green Line Extension Project, visit
www.swlrt.org



Proposed Southwest LRT (Green Line Extension) station locations.

Proposed Station Locations - Nearest Cross Streets

Eden Prairie

Mitchell Road: Hwy 212 & Mitchell Rd.

Southwest:

Technology Dr. & Eden Prairie Center Dr.

Eden Prairie Town Center:

Technology Dr. & Flying Cloud Dr.

Golden Triangle:

70th St. W & Shady Oak Rd.

City West: 62nd St. W & Shady Oak Rd.

Minnetonka

Opus: Bren Rd. E & Bren Rd. W

Hopkins

Shady Oak Road:

5th St. S & 16th Ave S

Downtown Hopkins:

Excelsior Blvd. & Eighth Ave. S

Blake Road: Blake Rd. & Second St. NE

St. Louis Park

Louisiana Avenue:

Louisiana Ave. & Oxford St.

Wooddale Avenue:

Wooddale Ave. & 36th St. W

Beltline Boulevard: Beltline Blvd. & Park Glen Rd.

Minneapolis

West Lake Street:

Lake St. W & Chowen/Abbott Ave. S

21st Street:

21st St. W & Thomas Ave. S

Penn Avenue: I-394 & Penn Ave. S

Van White Boulevard:

I-394 & Dunwoody Blvd./Van White Blvd.

Royalston Avenue:

Royalston Ave. & Holden St. N

PUBLIC COMMUNITY MEETINGS

Freight Rail Issues

The Southwest LRT (Green Line Extension) Project will host two community meetings July 17 & 18, 2013, on engineering concepts for resolving the location of freight rail in the design of the project.

LOCATIONS & TIMES:

JULY 17 MINNEAPOLIS

Jones-Harrison Residence

3700 Cedar Lake Avenue, Minneapolis

Open House: 4:30–5:30 P.M.

Presentation: 5:30–6:15 P.M.

Facilitated Q & A Session: 6:15–7:00 P.M.

MAP: <http://goo.gl/maps/UhXfh>

JULY 18 ST. LOUIS PARK

St. Louis Park High School

6425 W 33rd Street, St. Louis Park

Open House: 4:30–5:30 P.M.

Presentation: 5:30–6:15 P.M.

Facilitated Q & A Session: 6:15–7:00 P.M.

MAP: <http://goo.gl/maps/DLBmJ>

The concepts explore various possibilities for co-locating freight and LRT tracks in Minneapolis, as well as options to reroute freight rail traffic in St. Louis Park to make way for LRT tracks. The relocation concepts to be presented will be different than the one described in the Draft Environmental Impact Statement (DEIS).

Both co-location and relocation options would have impacts on residences and businesses, including the freight railroads. The goal is to choose one option

and design it in a way that is safe and operationally efficient for both LRT and the freight railroads and cost effective.

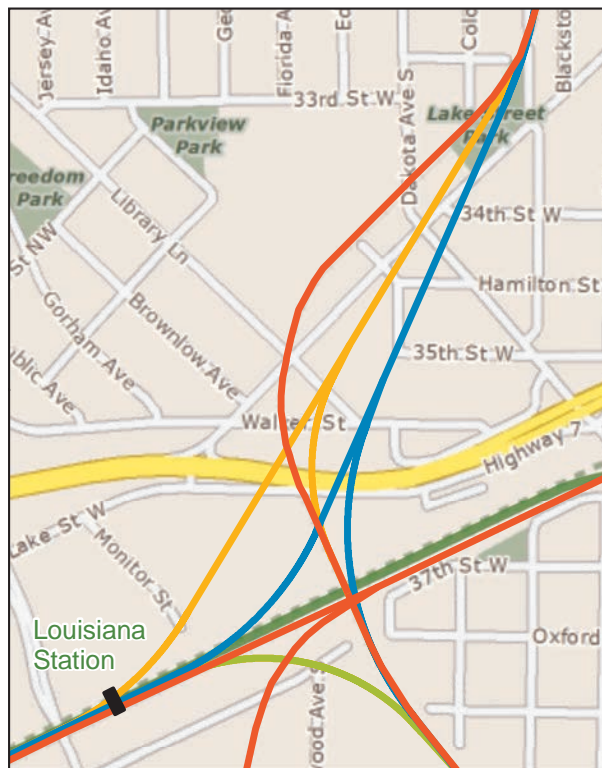
Feedback from these community meetings will be shared with members of the project's Business and Community Advisory Committees, the Corridor Management Committee and the Metropolitan Council to help them understand the issues around co-location and relocation as they provide input.

See map of concepts on reverse side.

To learn more about the
Green Line Extension Project, visit

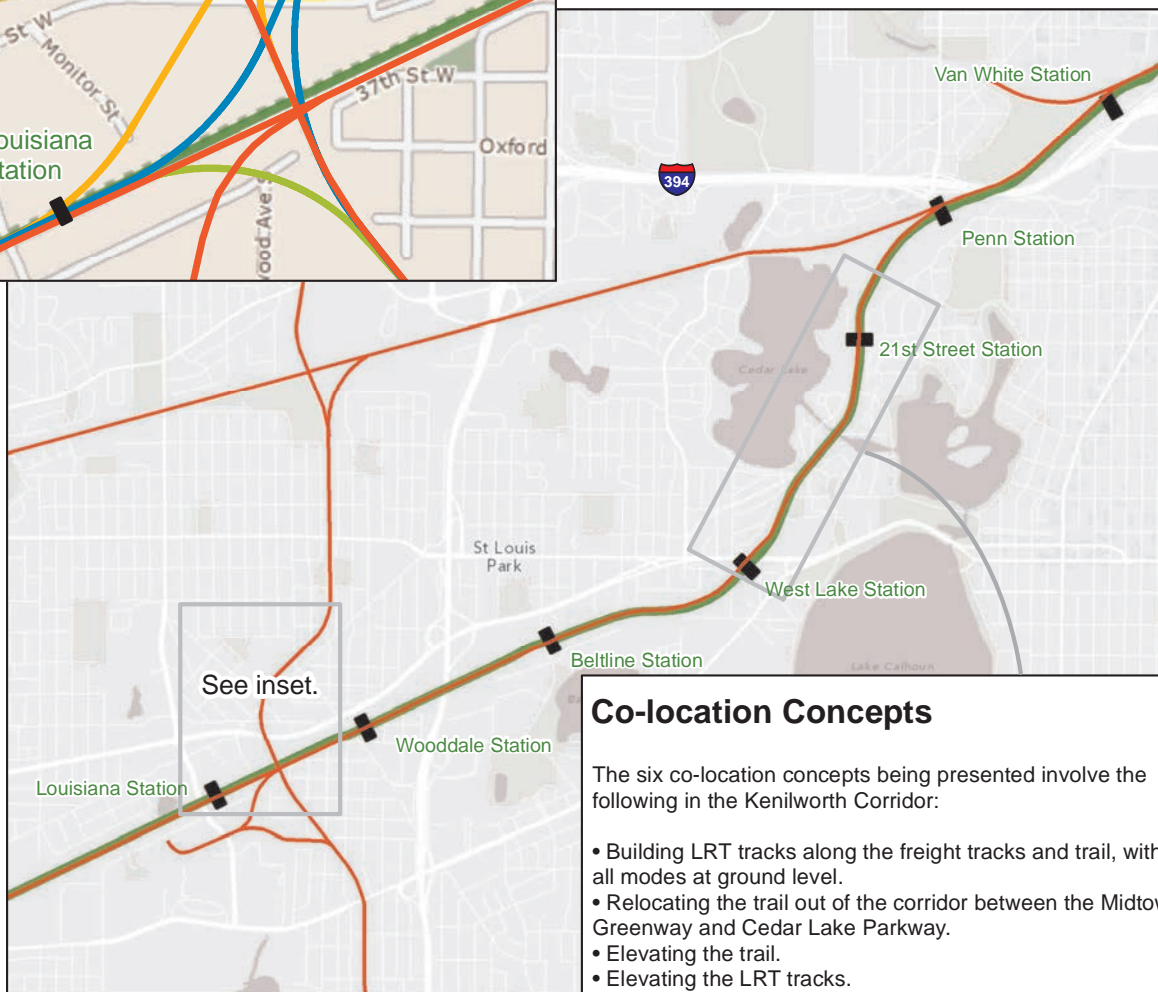
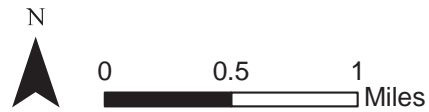
www.swlrt.org

Any individual who requires assistance to participate should contact Southwest LRT Community Outreach Coordinator Sophia Ginis, 612-373-3895 or Sophia.Ginis@metrotransit.org. Requests for special assistance should be made seven business days in advance of the scheduled community meetings.



Relocation Concepts

- Existing Freight Rail
- Brunswick West
- Brunswick Central
- Southern Connection
- Proposed LRT Route



Co-location Concepts

The six co-location concepts being presented involve the following in the Kenilworth Corridor:

- Building LRT tracks along the freight tracks and trail, with all modes at ground level.
- Relocating the trail out of the corridor between the Midtown Greenway and Cedar Lake Parkway.
- Elevating the trail.
- Elevating the LRT tracks.
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- Building deep twin tunnels, with one tunnel for each LRT track.

PUBLIC OPEN HOUSE

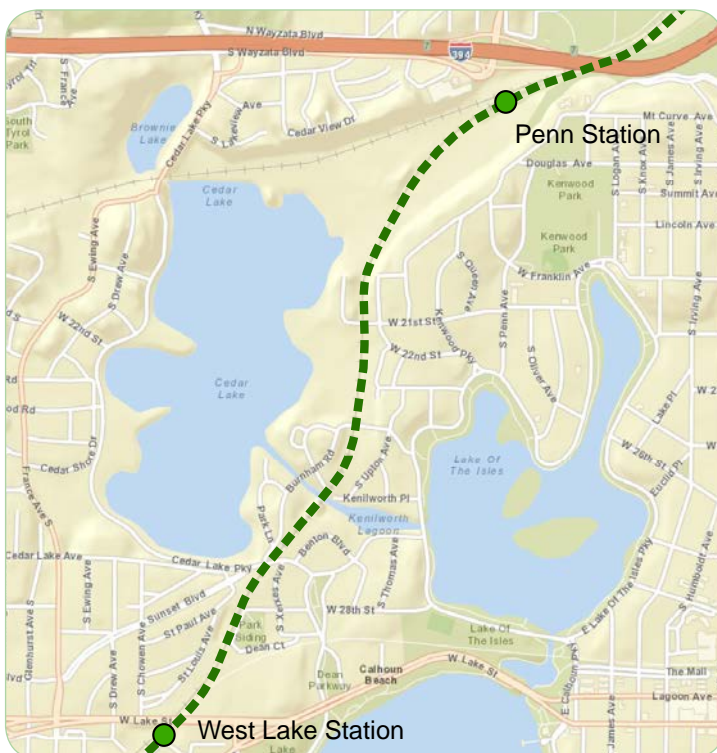
Southwest LRT Recommendation for the Minneapolis Segment

The Metropolitan Council will host a public open house on Thursday, October 10, 2013 to receive public input on the project office's draft recommendation for the scope and basic design of the Southwest LRT (Green Line Extension) project in Minneapolis.

The Southwest LRT Project Office presented a draft recommendation for the scope and basic design of the light rail line to the project's Corridor Management Committee on October 2.

The draft recommendation includes building shallow tunnels for LRT trains through the Kenilworth Corridor in Minneapolis, eliminating the proposed LRT station at 21st Street and keeping existing freight rail service in the area.

Proposed route between Cedar Lake and Lake of the Isles.



LOCATION & TIME

Thursday, October 10, 2013

5:30–7:30 P.M.

Kenwood Community Center

2101 West Franklin Avenue, Minneapolis

MAP: <http://goo.gl/maps/Tkq84>

This open house will provide an opportunity for community members to ask questions and give feedback on the draft recommendation before the Metropolitan Council considers it.

At this open house, the public will be able to talk with Council members and project staff one-to-one and view engineering drawings of the shallow tunnels. No testimony or formal presentations are planned. Comment cards will be provided.

Any individual who requires assistance to participate should contact Southwest LRT Community Outreach Coordinator Sophia Ginis, 612-373-3895 or Sophia.Ginis@metrotransit.org. Requests for special assistance should be made at least 24 hours in advance.

Learn more about Southwest LRT at www.swlrt.org

TOWN HALL/COMMUNITY MEETINGS

Southwest LRT Studies in the Kenilworth Corridor

The Metropolitan Council will host facilitated public community meetings on January 7 & 9, 2014 focused on studies that are currently underway of freight rail, water resources and landscaping/greenscaping in the Kenilworth area of Minneapolis.

LOCATIONS & TIMES

Tuesday, January 7, 2014

5:00 – 7:30 P.M.

Kenwood Community Center

2101 Franklin Avenue West, Minneapolis

MAP: <http://goo.gl/maps/oguGh>

Thursday, January 9, 2014

5:00 – 7:30 P.M.

St. Louis Park Recreation Center

3700 Monterey Drive, St. Louis Park

MAP: <http://goo.gl/maps/waC5T>

In December 2013, the Southwest LRT (Green Line Extension) Project began three studies to clarify important issues that affect the proposed light rail line between Eden Prairie and downtown Minneapolis:

- The location of freight rail service in the Kenilworth Corridor
- Potential impacts of LRT construction on Cedar Lake and Lake of the Isles
- Landscaping and greenscaping in the Kenilworth area

Results of the studies are expected in early 2014.

These meetings will provide opportunities to learn about these studies, talk to project staff and participate in discussions.

MEETING AGENDA

5:00 – 5:30 Open house (project staff on hand to answer questions)

5:30 – 7:30 Welcome and review of meeting purpose

Overview of scopes of work for three studies

Facilitator-led discussion

Wrap-Up/Next Steps

Any individual who requires assistance to participate should contact Southwest LRT Community Outreach Coordinator Daren Nyquist, Daren.Nyquist@metrotransit.org or 612-373-3894 at least seven business days in advance of the scheduled meeting.

Learn more about Southwest LRT at www.swlrt.org

DESIGNING A LINE THAT STANDS THE TEST OF TIME



The Southwest Light Rail Transit (Green Line Extension) Project is moving forward with additional studies of technical issues that matter to Twin Cities residents.

To learn more and stay involved, visit www.swlrt.org.



In December, the Southwest LRT (Green Line Extension) Project began three studies on important issues that affect the proposed light rail line between Eden Prairie and downtown Minneapolis. Results of the studies are expected in early 2014.

Freight Rail: An independent consultant will review options for the relocation of freight rail service that now runs near the proposed LRT route through Kenilworth.

Water Quality Impacts: A second independent consultant will review potential impacts of LRT construction and operation on the quality of lake water and groundwater in the Kenilworth Corridor area.

Accelerated Landscaping & Greenscaping: The project is creating an inventory of trees and vegetation in the Kenilworth area to identify landscaping and greenscaping opportunities.

In January, the Metropolitan Council will host community meetings focused on the three additional studies. For details on these and other upcoming meetings and events, go to www.swlrt.org.

January 7, 5:00–7:30 p.m., Kenwood Community Center,
2101 Franklin Ave. W, Minneapolis

January 9, 5:00–7:30 p.m., St. Louis Park Recreation Center,
3700 Monterey Drive, St. Louis Park

Southwest LRT Project
6465 Wayzata Blvd., Suite 500
St. Louis Park, MN 55426



To learn more about Southwest LRT and stay connected:

Visit www.swlrt.org, email swlrt@metrotransit.org or
call **612-373-3888** to be connected to a
Community Outreach Coordinator.

TOWN HALL/COMMUNITY MEETINGS

Draft Results of Southwest LRT Studies in the Kenilworth Corridor

Independent consultants will present draft reports on freight rail location alternatives and water resources impacts. The public is invited to ask questions and share comments with Metropolitan Council members and Southwest LRT project staff.

Monday, February 10, 2014
6:00 – 9:30 P.M.

Dunwoody College of Technology
Decker Auditorium
818 Dunwoody Blvd., Minneapolis

Park in west lot; enter via west entrance.

Map: <http://goo.gl/maps/wf1uO>

Wednesday, February 12, 2014
6:00 – 9:30 P.M.

St. Louis Park Senior High School
Carl A. Holmstrom Auditorium
6425 West 33rd Street, St. Louis Park

Park in west lot or on street; enter via School District office door (#2) or main foyer entrance (#5).

Map: <http://goo.gl/maps/5s4WQ>

In December 2013, the Southwest LRT (Green Line Extension) Project began studies of freight rail location alternatives and water resources impacts that could affect the proposed light rail line in the Kenilworth Corridor.

Draft reports from these studies were released on January 30 and are available on the Southwest LRT website at www.swlrt.org. Comments may be submitted online at www.swlrt.org or via email to swlrt@metrotransit.org.

Any individual who requires assistance to participate should contact Southwest LRT Community Outreach Coordinator Daren Nyquist, Daren.Nyquist@metrotransit.org or 612-373-3894 at least seven business days before the scheduled meeting.

MEETING AGENDAS

Agendas will differ at each meeting to reflect the concerns expressed by the communities.

	Minneapolis	St. Louis Park
Welcome & meeting purpose	6:00	6:00
Water Resources presentation, Q&A, Comments	6:15	6:15
Freight Rail presentation, Q&A, Comments	7:05	6:50
General Q&A; Comments	8:10	8:10
Close and Evaluation	9:10	9:10

Learn more about Southwest LRT at www.swlrt.org

Community Open Houses

SOUTHWEST LRT STATION DESIGN

Come to a community open house to see LRT station architecture concepts and learn about what goes into designing a light rail station. Metropolitan Council project staff will be on hand to receive public input and answer questions.

The Southwest LRT Project has developed several different station architecture concepts to fit into different settings. This open house is an opportunity to learn about station design and give feedback to project staff. You can also hear a brief presentation on station design at the beginning of each open house.

If you can't come in person, meeting materials and a comment form will be available online at www.swlrt.org.

Anyone who requires assistance to participate should contact Southwest LRT Assistant Public Involvement Manager Dan Pfeiffer at least seven business days before the scheduled meeting:

Email: Daniel.Pfeiffer@metrotransit.org
Phone: 612-373-3897



One of four station design concepts developed for the Southwest LRT project.

MINNEAPOLIS STATIONS

Thursday, April 2, 2015, 5:30–7:30 P.M.

Wednesday, April 8, 2015, 7:30–9:30 A.M.

Dunwoody College of Technology
818 Dunwoody Blvd., Minneapolis
Map: <https://goo.gl/maps/Vhs71>

ST. LOUIS PARK STATIONS

Wednesday, April 8, 2015, 5:30–7:30 P.M.

St. Louis Park City Hall
5005 Minnetonka Blvd., St. Louis Park
Map: <https://goo.gl/maps/j64JQ>

EDEN PRAIRIE STATIONS

Thursday, April 9, 2015, 5:30–7:30 P.M.

Eden Prairie City Center
8080 Mitchell Road, Eden Prairie
Map: <https://goo.gl/maps/w0rJX>

HOPKINS & MINNETONKA STATIONS

Tuesday, April 14, 2015, 5:30–7:30 P.M.

Hopkins City Hall
1010 First Street South, Hopkins
Map: <https://goo.gl/maps/XdxGq>

COMMUNITY WORKSHOP

Kenilworth Landscape Design Project

*Be a part of the project by participating in an
interactive community workshop*

The Kenilworth Landscape Design project is a unique opportunity to shape the Kenilworth corridor, and balance transit and active trails with the natural surroundings.

Community Engagement Goals

- Develop clear understanding of corridor issues & opportunities
- Review analysis & background information developed so far
- Verify corridor Design Principles
- Build consensus for the Kenilworth Corridor Vision

If you can't make it to the meeting and are interested in sharing your thoughts, meeting materials and a comment form will be posted on the project website at **www.swlrt.org**

JOIN US!

WHEN & WHERE

Saturday, June 13th
8:30 AM 12:30 PM

The Blake Upper School
511 Kenwood Pkwy
Minneapolis, MN 55403

Find it on Google Maps:
<http://bit.ly/1K0RwhA>

AGENDA

8:30 9:00 AM

Presentation about the Project and Process

9:30 AM 12:30 PM

Small group discussions on issues, opportunities, principles, and vision

If you need assistance to participate please contact SWLRT Community Outreach Coordinator, Sophia Ginis: sophia.ginis@metrotransit.org

Please make requests for special assistance at least five business days in advance.

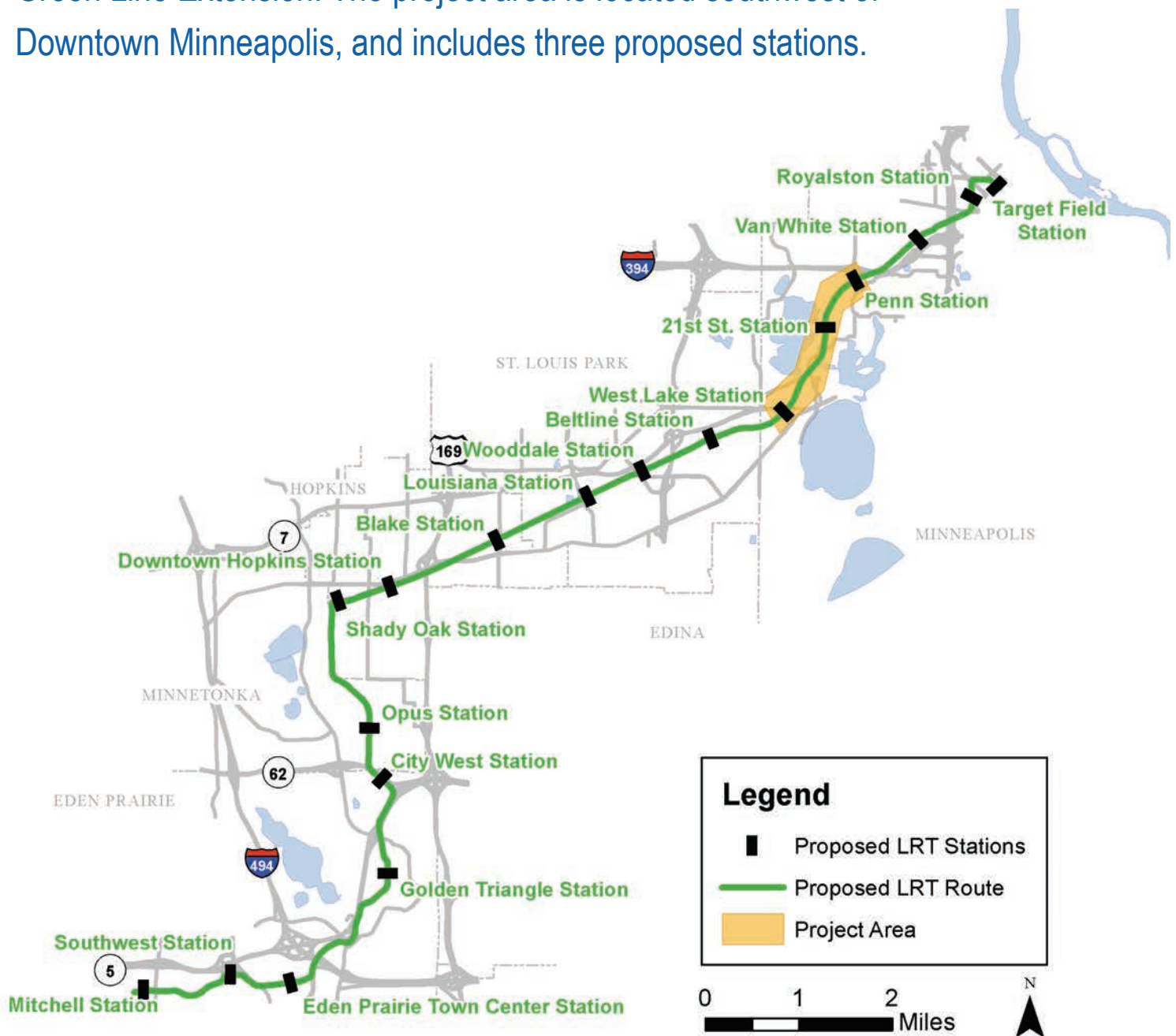


www.swlrt.org

COMMUNITY WORKSHOP

Kenilworth Landscape Design Project

The Kenilworth Corridor is part of the proposed Southwest LRT Green Line Extension. The project area is located southwest of Downtown Minneapolis, and includes three proposed stations.



COMMUNITY WORKSHOP #2

Kenilworth Landscape Design Project

Review Proposed Concepts

The Kenilworth Landscape Design project is a unique opportunity to shape the Kenilworth corridor, and balance transit and active trails with the natural surroundings.

Workshop Purpose:

- Receive input on conceptual designs
- Review design principles and corridor vision
- Discuss opportunities for placemaking
- Discuss project next steps

If you can't make it to the meeting and are interested in sharing your thoughts, meeting materials and a comment form will be posted on the project website at **www.swlrt.org**



JOIN US!

WHEN & WHERE

Saturday, August 8th
9:00 AM - 11:30 AM

The Blake Upper School
511 Kenwood Pkwy
Minneapolis, MN 55403

Find it on Google Maps:
<http://bit.ly/1K0RwhA>

AGENDA

9:00 - 9:45 AM

Presentation of conceptual designs

9:45 AM - 11:30 AM

Small group discussion and table activities

If you need assistance to participate please contact SWLRT Community Outreach Coordinator, Sophia Ginis: sophia.ginis@metrotransit.org

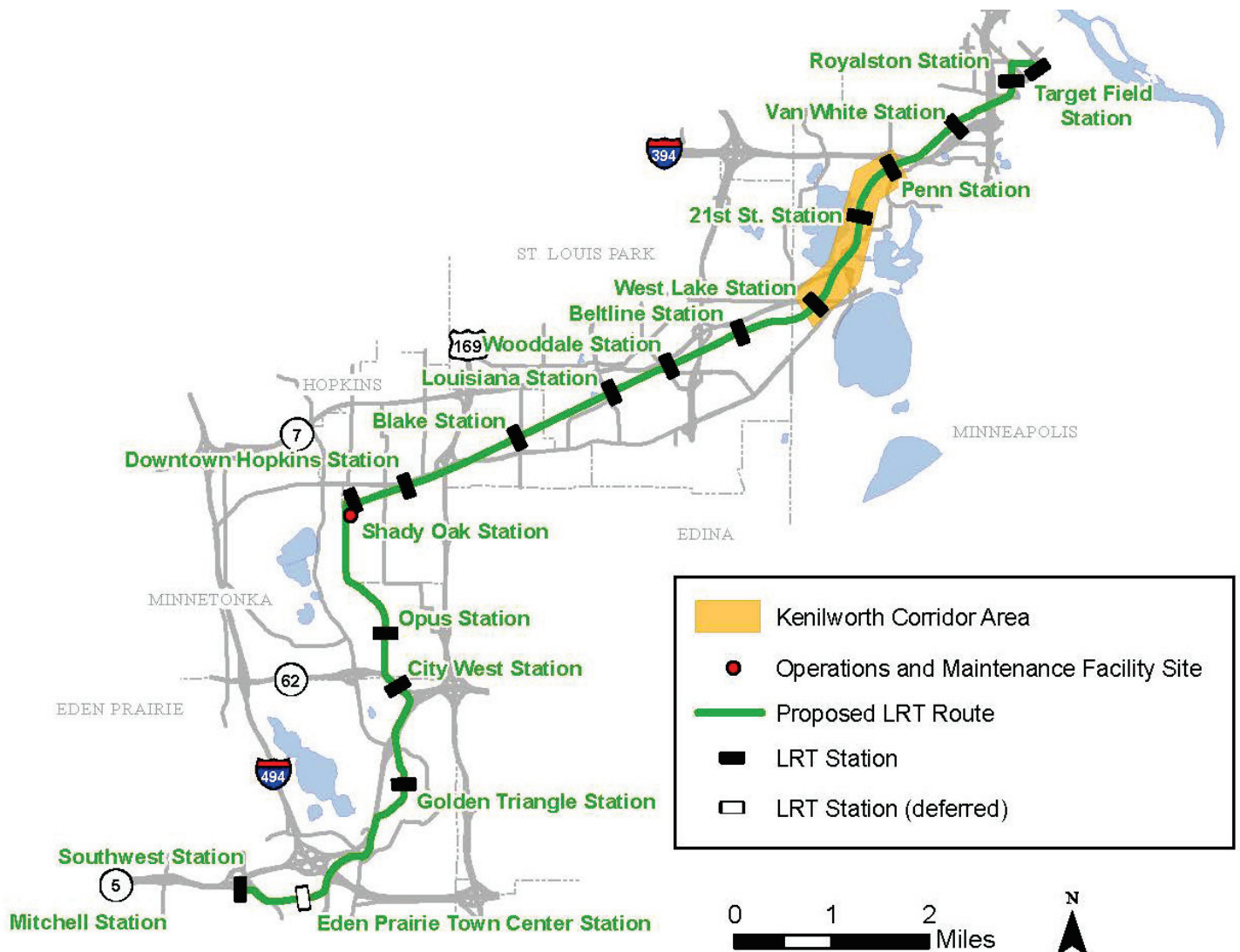
Please make requests for special assistance at least five business days in advance.

www.swlrt.org

COMMUNITY WORKSHOP #2

Kenilworth Landscape Design Project

The Kenilworth Corridor is part of the proposed Southwest LRT Green Line Extension. The project area is located southwest of Downtown Minneapolis, and includes three proposed stations.



COMMUNITY MEETING

Kenilworth Landscape Design Project

Review Design Recommendations

The Kenilworth Landscape Design project is a unique opportunity to shape the Kenilworth corridor, and balance transit and active trails with the natural surroundings.

Meeting Purpose:

- Review design recommendations
- Respond to questions

Community workshops, pop-up events and committee meetings were held during spring and summer of 2015 to brainstorm ideas and receive feedback on concepts. This event is intended to showcase the culmination of work and answer questions before finalizing the landscape design.

Meeting materials will be posted on the project website at **www.swlrt.org**

JOIN US!

WHEN & WHERE

Wednesday, November 18
5:30 PM 7:30 PM

Dunwoody College of Technology
McNamara Room (Lunch Room)
818 Dunwoody Blvd
Minneapolis, MN 55403

Find it on Google Maps:
<https://goo.gl/maps/H2kcGEuQdXz>

AGENDA

5:30 PM 6:30 PM

Presentation of Designs

6:30 PM 7:30 PM

Open House

If you need assistance to participate please contact SWLRT Community Outreach Coordinator, Sophia Ginis: sophia.ginis@metrotransit.org, 612-373-3895

Please make requests for special assistance at least five business days in advance.



www.swlrt.org

COMMUNITY MEETING

Kenilworth Landscape Design Project

The Kenilworth Corridor is part of the proposed Southwest LRT Green Line Extension. The project area includes the corridor from the Penn Station to the West Lake Station.

